

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,361 tons Captain H. D. Jones.
 "POWAN" 2,338 " " R. D. Thomas.
 "FATSHAN" 2,260 " " W. A. Valentine.
 "HANKOW" 2,073 " " C. V. Lloyd.
 "KINSHAN" 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.
 Cheap Excursions on Sundays, per S.S. "Honam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,100 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain J. Wilcox.
 "NANNING" 569 " " C. Buchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahoning, Kunchuk, Kau Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak-Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" Capt. B. Branch. S.S. "SANUI" Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kunchuk, Samshui, Shui-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING" Capt. R. Biss. S.S. "HONGKONG" Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kunchuk and Kongmoon. Returning daily (Monday excepted).

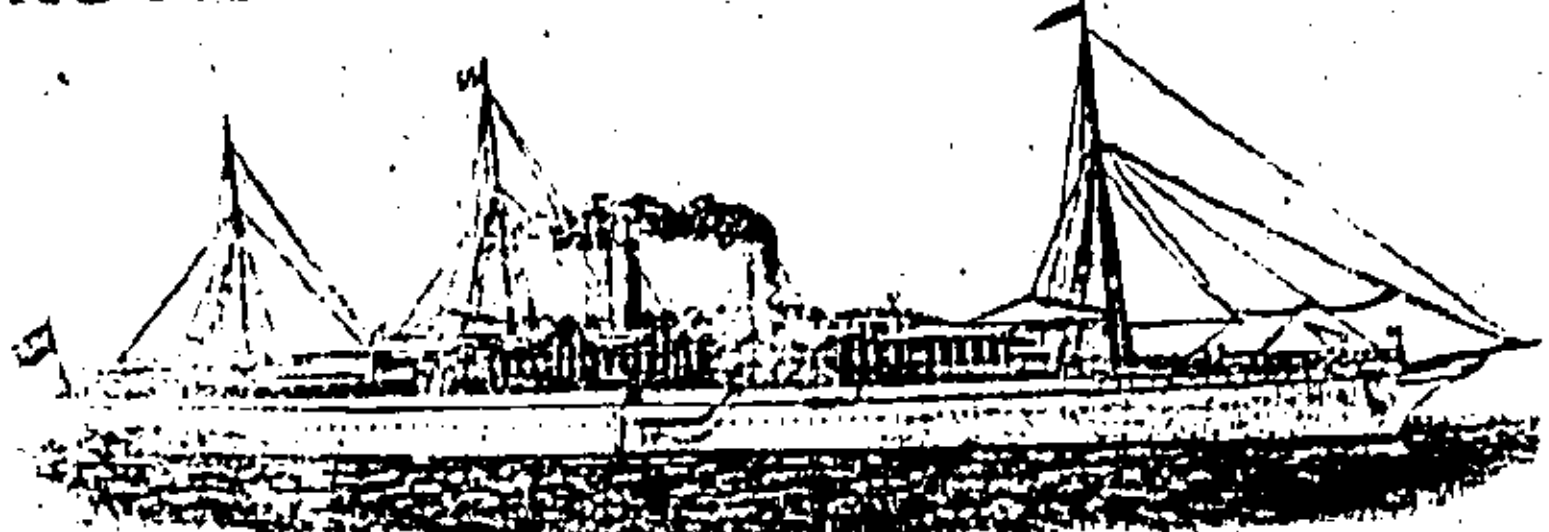
FARES:—Hongkong to Kong Moon Single \$6.00
 Hongkong to Kunchuk Single \$7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 26th April, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 21st June.
 "TARTAR" 4,445 " WEDNESDAY, 5th July.
 "EMPERESS OF JAPAN" 6,000 " WEDNESDAY, 12th July.
 "EMPERESS OF CHINA" 6,000 " WEDNESDAY, 2nd August.
 "ATHENIAN" 2,440 " WEDNESDAY, 9th August.

Hongkong to London, 1st Class Via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate and 2nd Class £40. £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Map, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 31st May, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STAMERS. DESTINATIONS. SAILING DATES.

C. FERD. LAEISZ HAVRE, DUNKIRK, B' MEN & H'BURG 12th June. } Freight.
 von Hoff (Calling at S'PORE, PENANG & COLOMBO).
 BRISGAVIA HAVRE and HAMBURG 26th June. } Freight.
 Russ (Calling at S'PORE, PENANG & COLOMBO).
 SITHONIA HAVRE and HAMBURG 12th July. } Freight.
 Hildebrandt (Calling at S'PORE, PENANG & COLOMBO).
 ACILIA HAVRE and HAMBURG 26th July. } Freight.
 Schilke (Calling at S'PORE, PENANG & COLOMBO).
 ALESIA HAVRE and HAMBURG 10th August. } Freight.
 Sachs (Calling at S'PORE, PENANG & COLOMBO).
 NUBIA NEW YORK VIA SUEZ 5th June. } Freight.
 Habel with liberty to call at the Malabar coast.

For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.

Hongkong, 31st May, 1905.

D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 5,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR: SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STAMERS. SAILING DATES.

BAYERN WEDNESDAY, 7th June.
 ZIETEN WEDNESDAY, 21st June.
 DARMSTADT WEDNESDAY, 5th July.
 SACHSEN WEDNESDAY, 19th July.
 SCHARNHORST WEDNESDAY, 2nd August.
 PRINZ HEINRICH WEDNESDAY, 16th August.
 PRINZ BIEL FRIEDRICH WEDNESDAY, 30th August.
 PRINZ WEDNESDAY, 13th September.
 BAYERN WEDNESDAY, 27th September.
 DARMSTADT WEDNESDAY, 11th October.
 SACHSEN WEDNESDAY, 25th October.
 SCHARNHORST WEDNESDAY, 8th November.
 PRINZ HEINRICH WEDNESDAY, 22nd November.
 PRINZ BIEL FRIEDRICH WEDNESDAY, 6th December.
 PRINZ HEINRICH WEDNESDAY, 20th December.

ON WEDNESDAY, the 7th day of June, 1905, at Noon, the Steamship "BAYERN" of the NORDDEUTSCHER LLOYD, Captain H. Formes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 5th June, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 6th June, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 6th June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STAMERS. TONS. SAILING DATES.

WILLEHAD 4,751 TUESDAY, 27th June.
 PRINZ WALDEMAR 3,227 TUESDAY, 25th July.
 PRINZ SIGISMUND 3,302 TUESDAY, 22nd August.

ON TUESDAY, the 27th June, 1905, at Noon, the Steamship WILLEHAD, Captain Ph. Obenauer, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMER ABOUT

KOBE & YOKOHAMA WILLEHAD TUESDAY, 6th June.
 SHANGHAI, NAGASAKI, } DARMSTADT WEDNESDAY, 7th June.
 KOBE & YOKOHAMA }
 SHANGHAI, NAGASAKI, } SACHSEN WEDNESDAY, 21st June.
 KOBE & YOKOHAMA }

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 31st May, 1905.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAVA	First half June	JAPAN VIA SHANGHAI	First half June
TJILATJAP ...	JAVA	First half July	JAPAN VIA SHANGHAI	First half July
TJIMAH ...	JAPAN	Second half June	JAVA PORTS	Second half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375, ALEXANDRA BUILDINGS, 3rd Floor.
 Hongkong, 2nd June, 1905.

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG.

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at

No. 45, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Co., and other leading Establishments in the Colony; to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & CO., LTD.
 ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904.

A FOOK & Co.,

12, Pottinger Street, Central.
 GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORS, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch. Moderate terms. Orders solicited.

Hongkong, 23rd February, 1905.

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX ROAD,

SHIPS Coaled from alongside at the shortest notice, and with all possible dispatch. Prices Moderate. Telephone No. 379.

Hongkong, 1st October, 1904.

NOTICE

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than THE CARDS (10 cts.) per Single COPY.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
 Liebers, Scotts, A 1, and Watkins.

Yokohama, May 23rd, 1905.

C. W. MEAD, C.E., President and Shanghai Manager.
 N. M. HOLMES, C.E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY,
 CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,
 HONGKONG, SHANGHAI AND MANILA.
 Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering.
 A Specialty made of Reinforced Concrete and Concrete Piles.
 Examinations Surveys Reports and Estimates.
 On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905.

FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.
 LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

Is self-acting. Dangers all smoke. Can be used by anyone, even lady or child.

Minimum of Price, Weight and Size. Hongkong, 10th May, 1905.

IMPORTANT POINTS FOR CONSIDERATION.

"MINIMAX" Always ready for immediate use. Requires only one hand to hold. Weighs only 14 lbs. when full. Maximum of simplicity and effect.

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

10, D'AGUILAR STREET, HONGKONG,

(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write for Illustrated Booklet on "Defective Sight"—free.

LONDON. CALCUTTA. SHANGHAI.

21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.

Hongkong, 24th March, 1904.

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 60.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900.

GO TO THE KOWLOON HOTEL.

W. OSBORNE,
 Manager and Proprietor.

Dentistry.

TWIN TING.
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.
 Consultation Free.
 Hongkong, 10th July, 1904.

THE AMERICAN SYSTEM OF DENTISTRY.
 M. H. CHAUN, D.D.S.

37, DES VŒUX ROAD CENTRAL, HONGKONG.
 From the University of Pennsylvania, U.S.A.
 Hongkong, 4th June, 1904.

OCCIDENTAL HOTEL.
 EXCELLENT CUISINE.
 MODERATE PRICES.

ELECTRIC FANS.
 TO ORDER IN EVERY ROOM.
 EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.
 Hongkong, 19th May, 1904.

Intimations.

WM. POWELL,
LIMITED.
—ALEXANDRA BUILDINGS—

FURNISHING
DEPARTMENT,
(FIRST FLOOR BY LIFT.)

JUST ARRIVED.

A
FRESH LOT
OF
DAINTY
LAMP,
CANDLE,
AND
ELECTRIC-
LIGHT
SHADES.

ICE-CREAM
FREEZERS.

CARPET
SWEEPERS.

PATENT
FILTERS.
&c., &c., &c.

UPHOLSTERING
DONE BY
FIRST-CLASS
WORKMEN
on the shortest notice.

HOUSES
COMPLETELY
FURNISHED.

Estimates for all kinds
of
FURNISHING
free of charge.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 2nd June, 1905.

Auctions.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have
been instructed to sell by
PUBLIC AUCTION,

ON

MONDAY,

the 5th June, 1905, at 2.30 o'clock in the after-
noon, at their Auction Room, No. 8, Des
Vaux Road (corner of Ice House Street)

THE

VALUABLE LEASEHOLD PROPERTY,
which is intended to be registered in the
Land Office as

SUBSECTION 1 OF SECTION N OF MARINE LOT
NUMBER SEVENTY-ONE, IN ONE LOT.

This Property comprises Nos. 84, 86, 88, & 90,
Ko Shing Street, Victoria, Hongkong.

Particulars and Conditions of Sale may be
obtained from the Vendors' Solicitors,
Messrs. DEACON, LOOKER & DEACON,
1, Des Vaux Road Central,
and also from the Auctioneers.

Hongkong, 22nd May, 1905. [53]



PUBLIC AUCTION.

THE Undersigned have received instructions
from the Official Receiver, to sell by
PUBLIC AUCTION,

ON

TUESDAY NEXT,

the 6th June, 1905, at 11 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,

AN ASSORTMENT OF
GOLD AND SILVER JEWELLERY,

ALSO

A Quantity of SILKS.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 22nd June, 1905. [515]

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEES,
of

VALUABLE LEASEHOLD PROPERTY,
situate at Queen's Road East, in the
Colony of Hongkong,

IN TWO LOTS,
on

TUESDAY,

the 6th June, 1905, at 3 P.M., at the premises,
by

Mr. GEO. P. LAMMERT, Auctioneer.

Lot 1.—All that PIECE or PARCEL OF
GROUND registered in the Land Office
as The Remaining Portion of Inland Lot
No. 270, together with the Messuages and
Buildings thereon, known as No. 105,
Queen's Road East.

Lot 2.—All that PIECE or PARCEL OF
GROUND registered in the Land Office
as The Remaining Portion of Inland Lot
No. 269A, together with the Messuages and
Buildings thereon, known as Nos. 107 and
109, Queen's Road East.

The above premises are held from the Crown
for the respective terms of 999 years and are
sold subject to a Lease registered in the Land
Office by Memorial No. 35538.

Particulars and conditions of sale, may be
obtained from—

EWENS & HARSTON,
Solicitors for the Mortgagees,
or

GEO. P. LAMMERT,
Auctioneer.

Dated the 27th day of May, 1905. [503]



PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,

ON

WEDNESDAY,

the 14th June, 1905, at 3 P.M., on Board,
H.M. Screw Store Ship "HUMBER,"

Extreme length 245' 6"

breadth 27' 6"

Displacement 1,642 tons.

Horse Power 800.

Engines—Earle's Compound Surface Con-
densing.

Boilers—Two double ended cylindrical
return tubular; load on safety valves 70 lbs.

Condensers—1 Kirkcaldy and 1 Normandy
single, distilling 1,200 and 2,400 gallons
of water per 24 hours respectively.

To be sold as she now lies in Hongkong
Harbour with all fittings, stores, &c., on board,
including about 110 tons of Coal, Anchors and
Cable.

A list of fittings to be sold with the ship may
be seen at the Office of the Naval Store Officer,
H.M. Naval Yard, and of the Auctioneers; also
on board.

The Admiralty will not be responsible for
any errors in description of ship, fittings,
stores, &c.

The Vessel will be open to inspection for
seven days before date of sale, between 10 a.m.
and noon, and 2 and 4 p.m. (Saturday and
Sunday excepted).

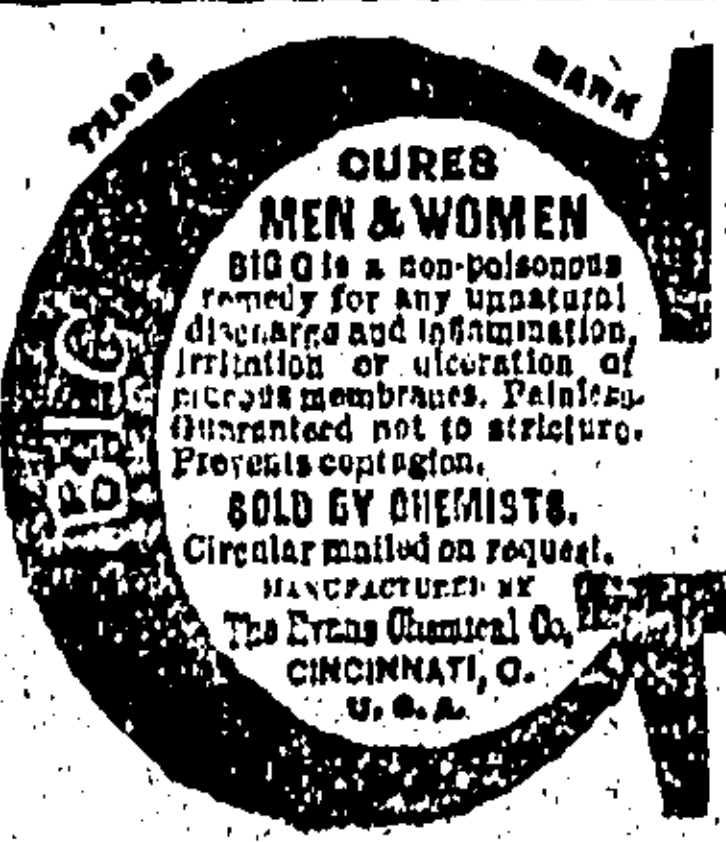
Inspecting orders can be obtained from the
Auctioneers.

TERMS—Cash before delivery, 15 per cent.
of the purchase money to be paid on the fall
of the hammer, balance and the clearance to be
effected within SEVEN DAYS after the date
of sale.

Further special conditions may be obtained
on application to the Auctioneers.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 31st May, 1905. [513]



Consignees.

S.S. "CALEDONIAN"

COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,
ex *S.S. Adm.*, and from Havre,
ex *S.S. Maude*, in connection with above
Steamer, are hereby informed that their Goods,
with the exception of Opium, Treasure and
Valuables are being landed and stored at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
TUESDAY, the 6th June, at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 6th June, or they will not be recognised.

All damaged packages will be examined on
TUESDAY, the 6th June, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 30th May, 1905. [7]

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Steamship

"DAGHESTAN"

Captain E. H. Todd, having arrived from
the above Ports, Consignees of Cargo are
hereby informed that their Goods are being
landed at their risk into the Godowns of
the Hongkong and Kowloon Wharf and Godown
Company, Limited, at Kowloon, and stored at
Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 4th June will be
subject to rent.

All broken, chafed and damaged goods are
to be left in the Godowns where they will be
examined on the 5th June at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 19th May, 1905. [506]

PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

S.S. "ARAGONIA,"

FROM PORTLAND (OR), YOKOHAMA,
KOBE AND MOJI.

THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersignature
and to take immediate delivery of their
goods from alongside.

Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 29th May, 1905. [12]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and Godown
Company, Limited, at Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 8 A.M.,
TO-MORROW.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 5th June, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, the 5th June, at
9.30 A.M.

All Claims must reach us before the 10th
of June, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 29th May, 1905. [3]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALMA,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex *S.S. Macedonia*.
Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY.

Goods not cleared by the 3rd proximo, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 27th May, 1905. [12]

SHIPPING JET-AN.

Many steamers are engaged in dragging for
mines off Port Arthur.

The steamer *Tokio Maru*, stranded on
Tsushima, was refloated on the 17th ult. and
was to be towed to Nagasaki.

The Volunteer Fleet steamer *Kazan*, which
was used as a hospital ship at Port Arthur, has
been taken by the Japanese there.

The Chinese cruiser *Flying*, which returned
to Chefoo on the 21st ult., reported the de-
struction of no less than eleven derelict mines.

THE COLLISION AT SHANGHAI.

A somewhat serious collision occurred in
the river in the early hours of yesterday
morning, says the *N. C. D. News*, of 17th ult.

The China Mutual str. *Pingyue* arrived out-
side the Woosung Spit Buoy on Thursday
afternoon and anchored there for the night,
proceeding up the river early next morning.

About the same time the Austrian Lloyd's str.
Maria Valeria, outward bound for Trieste,
was going down river on the last of the
ebb. About a quarter of five in the morning,
opposite Pheasant Point—a portion of the
river which is always difficult to navigate—the
two vessels came into collision, the bows of
the *Pingyue* cutting into the *Maria Valeria*

amidship, on the port side. The *Pi guay*
suffered little damage beyond denting and
scraping, but the *Maria Valeria* was cut into
below the water line and at once began to take
in water, in the second hold. She was with-
out delay beached bow on at Pheasant Point
and during the day Messrs. Farnham, Boyd &
Co. sent down workmen temporarily to patch
her up so that she may come up river to be
docked. The gash in the vessel's side is about
four feet in width and is now covered by a
collision mat. The steamer was being
lightened yesterday afternoon, her cargo being
transferred into lighters. The *Pingyue* pro-
ceeded on her course up river and is now
alongside the wharf.

THE IRREPRESSIBLE MARIE.

Popularity, happily, is no test of a writer's
merit. The most popular writer even in the
golden age of English literature was not
Shakespeare, but Warner, who is now known
only to the curious student. In the days of
our grandfathers, Byron and Shelley were not
so widely read as Robert Montgomery, now
mercifully forgotten, and some of us are old
enough to remember when Martin Tupper was
thought to be a greater genius than Browning
or Tennyson. Undoubtedly the most popular
novelist of our own day is Miss Marie Corelli,
though we have still with us George Meredith
and at least half-a-dozen other romancers of
undoubted genius. What is the secret of Miss
Corelli's success? Certainly not originality of
thought or delicacy of literary expression, but
rather I should say the knack of putting a cer-
tain glamour upon the commonplace. She is
the owner of a cataract of adjectives. She
even uses adjectives as nouns, and is often in-
dependent of the niceties of grammar. Her
latest book, "Free Opinions, Freely Expressed"
is a series of shrieking invectives against
the "lies, shoddies and shams" of this degene-
rate age. Miss Corelli evidently thinks that
we are all going to the devil and that the Press
and the pulpit especially have entered into a
conspiracy to send us there. Before writing this
book, she should have studied carefully a
certain essay by Mr. Swinburne in which he
tells us that every age "is decadent in the
eyes of its own fools." Marie Corelli is not a
fool, but a very wise woman, and therefore she
ought to have adopted the comparative method.
She then might possibly have discovered that,
however gloomy the outlook may be here at
the beginning of the twentieth century, it is
not nearly so dark as was the outlook at the
beginning of the nineteenth. There is nothing
easier than to denounce the vices and hypo-
crites of our contemporaries, but distinguished
writers should find better employment than
this, or, at any rate, if they feel impelled to
write, they should declaim artistically. Though
all great art is based upon melancholy, the
great artist is always an optimist. Hence
Gainsborough, as he lay a-dying—dying in an
age far more backward than our own—was
able to take a cheerful view of things and to
declare "We are all going to Heaven, and
Vandyck is of the company."

Miss Corelli is very rough on journalists and
parsons, and most of them no doubt deserve
the bad language she pelts them with. She
waxes eloquent, however, on "the power of the
pen" without which, she tells us, "we should
have no Bible—no new Testament; we should
not know that Julius Caesar ever walked on the
shores of Britain, or that Nero fiddled while
Rome was burning." Indeed! Does not Miss
Corelli know that the world got on very well
long before the art of writing was invented? Great
literature existed ages before pens were
wielded. Homer could neither read or write.
The "Iliad" and the "Odyssey" were orally
transmitted for six hundred years before they
were committed to writing.

Miss Corelli seems to have met with some
"surprised hypocrites" of a particularly ob-
jectionable character unless we are to assume
that she is drawing exclusively upon her
imagination when she asks: "What of certain
vicious and worldly clerical bon-vivants, who
may constantly be met with in the houses of
wealthy and titled persons, 'clothed in fine
linen and faring sumptuously every day,' talk-
ing unsavoury society scandal with as much
easy gloss as any dissolute 'lay' decadent
that ever cozened another man's wife away
from the path of honour in the tricky disguise
of a 'Soul'?" Free libraries are amongst the
modern institutions which arouse Miss Corelli's
wrath.

Intimations.

HONGKONG HIGH LEVEL TRAMWAYS
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the above-named Company will be held at
the Registered Office of the Company, Alex-
andra Buildings, TO-MORROW, the 3rd of
June, at Noon, in accordance with Article 101
of the Company's Articles of Association for
the purpose of considering the desirability of
the dissolution of the Company and for the
purpose of passing the following Resolutions,
viz:—

1. That it is desirable that the Company
may be dissolved and that it be wound
up voluntarily.

2. That the General Managers be and they
are hereby appointed Liquidators.

3. That the Liquidators be and they are
hereby authorised to consent to the re-
gistration of a New Company to be
named the "PEAK TRAMWAYS COM-
PANY, LIMITED" with a Memorandum
and Articles of Association which have
been prepared with the approval of the
Consulting Committee of the Company.

4. That the Liquidators be empowered to sell
to the "PEAK TRAMWAYS COMPANY,
LIMITED" the undertaking of this Com-
pany at the price of \$200 per share either
in cash or shares of the "PEAK TRAM-
WAYS COMPANY, LIMITED" at the
option of Shareholders of this Company
and to enter into all necessary agree-
ments to that effect.

Should the above Resolutions be passed by
the requisite majority they will be submitted
for confirmation at a special Resolutions to a
Second Extraordinary General Meeting which
will be subsequently convened.

Dated 2nd June, 1905.

JOHN D. HUMPHREYS & SON,
General Managers.

[59]

THE FAMOUS "MAD" RAZOR

WEIGHT LESS THAN 2 OUNCES.

THIS DWARF RAZOR has superseded
the old fashioned clumsy Razor and by
its use Shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel which makes imita-
tion impossible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
little "MAD" is the finest shaving implement
ever produced.

Will be mailed to any address on receipt of
the price (\$2), post free.

To be obtained from THE MUTUAL STORES,
WATKINS, LIMITED, and all first-class stores
in the Colony.

Sole Agents for Far East, HOWARD & Co.,
29, Des Vaux Road, Central, Hongkong.
Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & Co.

Hongkong, 24th November, 1904. [53]

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS, and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905. [59]

MEE CHEUNG,
PHOTOGRAPHER.

1st FLOOR OF ICE HOUSE, IN
Ice House Road.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS and VIEWS
a speciality.

Hongkong, 12nd September, 1904. [56]

BOO CHEONG,
昌發

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Ellans Duplicator.

Hongkong, 23rd February, 1905. [64]

Sanitas

is an
Unqualified
Purifying Agent

Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is non-poisonous and non-staining, and for
general or personal use is thoroughly effective.
It completely disinfects the house in which
it is used, and kills all malarial germs, Cholera,
Typhoid Fever, Dysentery, etc.

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

**WINE AND SPIRIT
MERCHANTS.**

ALEXANDRA BUILDINGS.

SHERRY.

The following Brands are recommended
as high-class Wines of superior quality.

- B. SUPERIOR PALE DRY, Dinner**
Wine, Green Seal Capsule \$12.00
- C. MANZANILLA, PALE NATU-
RAL SHERRY, White Capsule** 13.50
- CC. SUPERIOR OLD PALE
DRY, NATURAL SHERRY,
Red Seal Capsule** 16.00
- D. VERY SUPERIOR OLD PALE
DRY, Choice Old Wine, White
Seal Capsule** 18.00
- E. EXTRA SUPERIOR OLD
PALE DRY, Very Finest Qual-
ity (old bottled), Black Seal
Capsule** 27.00

"D." AND "E." ARE FAVOURITE
WINES ALL OVER THE FAR EAST,
AND ARE SPECIALLY RECOM-
MENDED.

A. S. WATSON & Co.,
LIMITED,
ALEXANDRA BUILDINGS.

Hongkong, 20th May, 1905.

Gregory

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co.'s old premises).

- Per dozen.
- Export Brewery Pilsener Beer, bottles \$3.50
- " " " " pints 2.50
- Crown Label Pilsener Beer ... bottles 3.25
- " " " " pints 2.40

N.B.—All our Wines and Spirits are bottled at
home, thereby ensuring to our Customers
all the advantages accruing from bottling
done at home under the direct supervision
of the Growers and Distillers as compared
to bottling done in China by Chinamen
at the service of European Firms.

Hongkong, 30th December, 1904.

NOTICE
All communications intended for publication in
"The HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee Hom Road, and
should be accompanied by the Writer's Name and
Address.
Old news items should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per month, proportion-
ally, are also available. On copies sent by post, an
additional \$1.50 per year is charged for postage.
The postage on the weekly issue to any part of the
world is 80 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

BIRTHS.
At Shanghai, May 27th, the wife of Dr. A. P.
PARKER, of a son.
At Singapore, the wife of CHARLES W.
ABRAMS, of a son.
DEATHS.
On the 17th May, at Perthshire, Scotland,
suddenly, JOHN SPINK NEAVE, late of Singa-
pore, aged 62 years.
On the 18th May, at Taiping, PERAK, PETER
JOHN NELSON, Superintendent of Posts and
Telegraphs, Taiping, Perak, aged 38 years.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 2, 1905.

NEW TERRITORIES LAND BILL.

Many in Hongkong will support and
admire the vigorous remarks of the Hon.
Mr. Robert Shewan, at the Legislative Coun-
cil meeting yesterday, with reference to the
New Territories Land Bill, 1905. Accord-
ing to the statement of the Attorney-General,
the Bill is a most innocuous measure,
designed merely to benefit the poor strug-
gling peasants in the New Territories. When
disputes arise, as apparently they do even
in the New Territories, they may "be
dealt with satisfactorily, cheaply, easily
and summarily" under the provisions of the
Bill. Clear and simple forms of convey-
ances and other deeds dealing with the
transfer and mortgage of landed property
are provided; and an officer is to be
empowered to decide and settle minor
questions on the spot, so that altogether the
Bill would at first sight seem to be wholly
admirable. But as Mr. Shewan pointed out
there is in the Bill a dangerous sub-section
which runs as follows: "Upon the ap-
plication of the Crown Lessee of any land
in the New Territories, the Governor may,
on such terms as he shall think fit, exempt
the said land from the provisions of this
Ordinance by a memorandum in writing
under his hand, written in or upon the
Certificate of Lease of the said land." In other
words, after providing all the necessary
machinery to deal in simple, summary, and
easy manner with land questions in the
New Territories the very Bill which proposes
to effect these reforms contains a clause
which allows the Governor to nullify the
entire scheme. In his reasons for the Bill,
the former Attorney-General, Mr. E. H.
Sharp, K.C., stated that "As some owners in
the New Territories will probably prefer to
hold under the usual law of the Colony, and
have acquired their land in the belief that
they would do so, it is proposed that the
Governor should have power to exempt any
particular lots from the operation of the Or-
dinance." That on the face of it is a curious
statement to make, and Mr. Shewan hit the
nail on the head when he asked—"Who are
the owners who are so good as to prefer
the usual law of the Colony, and who
are those for whom it is not good
enough?" Exactly; who belong to this
privileged class who may set themselves
up as social superiors above the law, and
who are they that are to be cast down?
Naturally, if a landowner saw that it would
be to his advantage to adhere to the laws of
Hongkong he would be averse to any scheme
which brought him under new conditions
and set new machinery in force, the charac-
ter of which he could not understand nor
the working-foretell. It is not, of course,
suggested for any instant that there would
be any abuse of the powers conferred on the
Governor, whoever he might be at the time,
but the inclusion of such a clause reduces
the Legislative Council to the level of
what Sir Henry Blake, in a speech to
the Legislative Council of Jamaica, once
described as a "mere debating society." It
should not be forgotten that the Govern-
ment, when such power as is now sought
has been given, have not always been care-
ful to tread within the limits of the principle
under which the power was conferred. It
is possible, under this Bill, absolutely,
to ignore the intentions of those who framed
and passed the Bill and to evolve an entirely
new set of conditions which were never
contemplated at the outset. The very fact
that there are liable to be two classes of
landowners sitting side by side is vicious;
it is calculated to breed envy, hatred and
all uncharitableness among the landowners,
to engender a spirit of resistance to
the authorities, and to encourage a quar-
relsome temperament among the people
which can do no good for the Government
or its officials. Reference was made by Mr.
Shewan to the Building Ordinance and he
gave an example, or was in course of attempt-
ing to give an example, when called to
order, of how that Ordinance had been made

to serve the requirements of the moment.
The Hon. Dr. Ho Kai and the Hon. Mr.
Wei Yuk as representing the Chinese com-
munity supported generally the principle of
the Bill, but they paid no heed to the spec-
ific clause cited by Mr. Shewan. Dr. Ho Kai,
however, admitted that there were several
points that required more careful consid-
eration and it will be interesting to see what
changes the Bill will undergo before it passes
the third reading. As we all know, the only
changes that are usually made to Bills that
come before the Legislative Council are a
shifting of a comma or the elimination of a
consonant; the grammar is always so
irreproachable that it never has to be tam-
pered with. If this Bill is subjected to
anything like amendment the fact will be
noted as something unusual. So long as
the clause quoted by Mr. Shewan remains
in the Bill it will be competent to criticise
the principle as a whole and we can only
trust that the representative members of the
Council will view the matter in that light.
The Bill may be good in itself; its provi-
sions may aim at benefiting the peasants;
but as it stands it is absolutely unsatisfac-
tory and contrary to the precedents of British
legislation.

LOCAL AND GENERAL.

THE annual report of the New Amoy Dock
Co., Ltd., is printed on page 6.

A SPECIAL general meeting of the shareholders
of the Charbonnages du Tonkin was to be held
after the ordinary meeting on 30th April to
authorise a sale of land by the company.

THE band of the Royal West Kent Regiment
will be unable to play at the Hongkong Hotel
at dinner to-morrow evening as their services
have been requisitioned by the General Officer
Commanding.

THE Royal Humane Society on 28th April
awarded its medal for bravery in saving life to
Arthur F. Forster, M.R.C.S., deputy health
officer, Hongkong, for gallantly saving two
native children from the harbour there on
December 28.

IN the tenth annual report of the executive
committee of the Navy League, it is stated that
the Hongkong branch, which has now entered
upon the tenth year of its existence, continues
to do the excellent work for which it has always
been distinguished.

THE Miya-Su Shimbun states that the Yoho-
hama Branch of the Russo-Chinese Bank,
which was started with a capital of Y.
300,000,000, having invested Y. 270,000,000 in
the Chinese Eastern Railway, is now in a
great dilemma, and will be closed at the end of
the present month.

AN outbreak of fire occurred in the scutching-
room of the Ewo Cotton Mill at 10 a.m. on 25th
ult. No alarm was rung as the prompt action
of the employees was effective in mastering
the flames. The damage was not serious,
although the fire burned fiercely for a little
while.

IT now appears that dissatisfaction is felt not
only that Mr. Tai, the Secretary of War,
should visit Japan when he goes on his inspec-
tion of the Philippines, but the fact that Miss
Roosevelt will be a member of the party adds
to the Russian discomfort. As the Russian
Government is unfamiliar with the code of
etiquette governing a democracy it gives Miss
Roosevelt a position similar to that of a royal
princess and attaches to her presence some
political significance. Members of the Diplo-
matic Corps at Washington who know how
seriously the Russian Government takes the
affair are greatly amused.

JAMES Clarke, stoker on board H.M.S. *Andromeda*,
was charged before Mr. F. A. Hazledorn
this morning, with assaulting a Japanese woman
and further with behaving in a disorderly
manner at No. 3 Police Station. His Worship
said he found this was not the first time the
defendant had been before him, and on the previous
occasion he had dealt very leniently with him.
In this instance defendant would go to gaol
for twelve days with hard labour without the
option of a fine. On the second charge he
would pay a fine of \$5, or a further term of
14 days' imprisonment, the sentences to run
consecutively. An officer from the *Andromeda*,
watching the case on defendant's behalf,
paid the fine of \$5.

Mr. Reuben David Sassoon, of Queen's-
garden, Hove, and of 14, Pall-mall, S.W., a
director of Messrs. David Sassoon and Co.,
merchant bankers, of London, Bombay, and
elsewhere, who died last March, left estate
of the gross value of £97,037, of which the net
personality has been sworn at £14,722. Probate
of his will, with three codicils, has been
granted to his son Mr. David Sassoon, of 7,
Queen's-garden, Hove; his brother, Mr.
Arthur Sassoon, M.V.O., of 2, Albert-gate,
S.W.; and Mr. Maurice Elias Gubbay, the
testator's nephew, Sir Edward Sassoon, M.P.,
having renounced probate. The testator
bequeathed £750 to his butler, £500 to his
valet, £300 to his wife's maid, £300 to his
head housemaid, and the year's wages to each
of his other servants. He left his jewels to
his trustees for distribution at their discretion
amongst the members of his family, and he
bequeathed to his wife £10,000; to his
daughter, Louisa Judith Sassoon, £20,000; to
his daughter, Rachel Ricardo Manof, £10,000;
and to each of his grandchildren, Harold
Manof, Vera Gubbay, and Cyril Rabbaud,
£1,000. All the residue of his estate he left
to his son, Mr. David Sassoon, absolutely.

WE hear that Staff-Sergeant Herbert McCaffery,
of the Royal Engineers, who made so many
friends during his lengthy stay in this colony,
has just been married to Miss Rhoda Varcoe,
who was also well-known in Hongkong. They
are now living at Keyham, in England.

FOLLOWING is the result of the third round of
the Occidental Hotel Billiard Handicap.—Pitt
250, Farrell 116; Logan 250, Lovett 231; and
Morris 250, Lapsley 194. Mills and Hyndman
are playing to-night. The draw for the semi-
final is:—Logan v. Morris, and Pitt v. Mills or
Hyndman. This has to be played on or before
the 3rd inst.

PROGRAMME of music to be performed by the
Band of the 11th Infantry, on the New Parade
Ground, on Monday next, from 5 to 6.30 p.m.:—
March, "The Liberty Bell" Sousa
Selection, "The Gipsy" Jones
Waltz, "The Venetian Song" Barabasi
Overture, "The Pearl Fishery" Stippe
Nocturne, "The Elfin" Schumann
Polka, "Grass and Murrain" Feist
God save the King.

THE *Novosti* pessimistically reviews the finan-
cial position of Russia. It shows that banking
operations have fallen 35 per cent., whereas
bank deposits have risen from 468,000,000
to 540,000,000 of roubles (£46,800,000 to
£54,000,000), betraying a stagnation of trade
and an unwillingness to invest in bonds in spite
of the double interest. The *Novosti* sees no
prospect of improvement until radical reforms
have been effected.

MR. Robert Brough, the well-known actor-
manager, who was reported to be in a critical
condition in Perth, Western Australia, as the
result of a broken blood vessel, is now out of
danger. With three or four weeks rest, he is
expected to make a full recovery, and to be able
to resume work. All play-going admirers in
the Far East of Mr. and Mrs. Brough and their
excellent company will much regret to hear
that that fine actor has been so seriously ill.—
S. F. Press.

HENDRY J. Gady, from H.M.S. *Hogut*, was
this morning charged before Mr. F. A. Hazledorn
with (1) refusing to pay ricksha hire, (2)
assaulting a ricksha coolie, (3) assaulting three
police-men, and (4) damaging a *luk-imp*'s trousers
to the extent of 25s. His Worship ordered
defendant to pay 15 cents to the ricksha coolie,
and fined him \$5 on the second charge, \$15 on
the third charge, and on the fourth to pay \$250
compensation to the constable. One constable
had to be removed to hospital on account of
defendant's maltreatment.

THE "Girl from Kaye's" found many enthusias-
tic admirers at the Theatre Royal last evening
when the Dallas-Blandmann Company staged
the merry opera for the first time on their return
from the North. Nothing was lost by repeti-
tion, old songs and dances being as much ap-
preciated as when presented for the first time
in the Colony, and the numerous "extras" de-
manded was ample proof of the enjoyment
which the company afforded. To-night "The
Country Girl" will be played, and for Saturday
the favourite opera "Three Little Maids" is
announced.

THE General Electric Company of London
would appear to have taken a step in the right
direction when they appointed Messrs. E. C.
Wilks and Co. of this city to be their sole agents
for this part of the east. The latter firm have
on view a wonderful assortment of things
electric and those interested, as well as those
of an inquiring turn of mind, will be well re-
paid by a visit to their offices, in Beaconsfield
Arcade, to inspect the electrical samples there
displayed, for it is truly interesting and sur-
prising to see the miscellaneous stock of fittings
of all sorts on exhibition. There are to be
seen church lights, in handsome brass chandel-
iers of ecclesiastical design; all sorts of house-
hold and ship fittings, lamps of all sorts, shapes
and sizes, with very dainty wall brackets,
electrolights, pendants, etc., and so on down to
the electric stoves, and even electric kettles,
saucepans, laundry-irons, shaving-pots, and
ladies' curling-iron heaters. In another de-
partment is to be seen a remarkable assortment
of various types of medical apparatus, worked
by electricity. Many of these articles would be
bound to command an immense sale, and
should prove a real boon to the Colony, if the
Electric Company of Hongkong could supply
and maintain a regular current, at a reasonable
rate.

ALLEGED EMBEZZLEMENT.

CLERK COMMITTED FOR TRIAL.

The case against Tang Fuk for the embezzle-
ment of \$52, the property of Government, was
resumed before Mr. F. A. Hazledorn this
afternoon.

Mr. G. S. Morell, of Messrs. Denays and
Bowley, appeared for the prosecution, and Mr.
H. W. Looker, of Messrs. Deacon, Looker and
Deacon for the defence, Mr. J. H. Hanson,
Chief Inspector of Detectives, watched the
case on behalf of the Police.

A carpenter at Shaikwan said his master
was recently fined and sent to gaol, but was
released after 5 p.m. the same day as the
fine was paid. Witness paid the \$50, to de-
fendant, who at first refused to receive the
money, saying "It is after office hours; do you
not know the rule of the Court?" Witness
begged him to receive it and defendant ac-
cepted the notes, placed them in the drawer
and locked them up. His master was then
released from gaol.
Defendant's aunt spoke regarding property
which accused had had left him and which
comprised about \$5,000 cash, and shares in
various shops. The income derived was a
little over \$1,000 a year.

Chief Inspector Baker said that defendant
joined the police force as sergeant interpreter
in 1901, and had borne a good character.

Mr. Haumer, recalled, stated that defendant's
salary was \$104 per month.
The case for the defence and that on behalf
of the prosecution having been put in, Mr. Wor-
ship, Mr. Hazledorn committed the accused to
trial and allowed him bail in the sum of \$500.

"TRAVANCORE" ASHORE.

LYING ON THE ROCKS AT FOKAI
POINT.

During the heavy thunderstorm which took
place yesterday morning, the sailing ship
Travancore, which only left Hongkong two
days ago, went ashore at Fokai Point, Harlem
Bay, about forty miles from Hongkong. The
reports that have been received on the subject
are comparatively scanty in the matter of de-
tails, but it seems that shortly after leaving
Hongkong the *Travancore* experienced a
series of fogs and heavy rains which obscured
the vision, with the result that she ran stem
upon Fokai Point. The *Travancore*, which is
commanded by Captain Chamberlain, arrived at
Hongkong a month ago—on the 30th of April
to be exact—with a cargo of patient fuel from
Cardiff. She is a vessel of 2,117 tons, built in
1892, and she left Hongkong bound for Puget
Sound, Port Angeles, in ballast. As will be
remembered, the weather was very rough and
stormy, and a good deal of fog has prevailed
during the last two or three days. It would
appear that the sea outside the harbour limits
was of a tempestuous character and the shift-
ing winds must have adversely affected the
Travancore, which is described as a vessel of
fine sea-going qualities. At any rate, it is
obvious that if the vessel was only 40 miles
away from Hongkong a day after leaving the
port, she had not made much progress. At
8.30 o'clock yesterday morning she ran ashore
at Fokai Point and now lies in that position,
her bows high and dry. From the reports
which have come to hand it would seem that
no difficulty is anticipated in getting the vessel
off, provided the weather remains as it is at
present. Messrs. Gibb, Livingston & Co. are
the local agents and word of the accident was
brought to them this morning. It was imme-
diately decided to send

A TUG TO THE SCENE
with the object of towing the vessel off the
rocks, and the Hongkong and Whampoa Dock
Company were approached with the result that
arrangements were made to send the *Robert
Cook* to the assistance of the *Travancore*.
The tug-boat left at 4 o'clock this afternoon and
all being well should return to Hongkong with
the sailing ship in tow in the course of to-
morrow. The agents are hopeful that the ves-
sel has sustained comparatively little damage,
and that belief is strengthened by the state-
ments of those who came to Hongkong in
order to obtain the necessary assistance. It is
possible that experts may also be sent down to
Fokai Point to learn the actual damage which
the vessel has incurred, and to give advice
regarding the safest method of re-floating the
ship. Fokai Point, it may be mentioned, is a
rocky headland jutting into the sea off the
China coast. It is apparently of sufficient im-
portance to be marked on the maps, and is
well-known to coasting shipmasters.

DEPARTURE OF THE
"HARDINGE"

The undermentioned troops left to-day per
R.I.M.S. *Hardinge* for India:—The 11th Mah-
ratta Light Infantry for Bombay.—Lieut.-Col.
F. W. J. Caulfield, Capt. T. H. Britten, Capt.
H. C. Hill, Lieut. P. M. Heath, Lieut. L. H.
Dransson, Lieut. G. E. P. Davis, Lieut. C. J.
Barrett, Capt. L. P. Stephen, I.M.S., 14 native
officers, 678 N. C. O.'s and men, with 70 fol-
lowers. The 3rd Burma Infantry for Rangoon:—
Lieut.-Col. S. G. Radcliff, Major S. R. Stevens,
wife and child, Major M. R. Hurly, wife and
2 children, Capt. J. H. Whitehead, Capt. H. A.
Carleton, Lieut. H. W. F. Ricketts, Lieut. E.
Hurd, and Lieut. F. L. Dyer, Major P. C. H.
Strickland, I.M.S., wife and child, 14 native
officers, 677 N. C. O.'s and men, and 10 fol-
lowers. H.K.S.B.R.G.A.:—Two gunners for
discharge.

SHIPPING JETSAM.

The *N. C. D. News* of 29th ult. says:—On
Saturday and yesterday the Dock Company's
staff were busy at work upon the Austrian
Lloyd's str. *Maria Valeria*, which was in colli-
sion with the China Mutual str. *Piquery* on
Friday morning and so badly damaged that she
had to be beached at Pheasant Point. Early
yesterday afternoon a cofferdam had been fixed
over the hole on the port side and the No. 2
hold had been pumped dry, the vessel being
then all ready to be towed up to Shanghai.
The flood tide began to make about 5.30 p.m.
and at 7.30, the steamer was towed off by two
tugs, coming up to Shanghai under full steam.
She was alongside the Cosmopolitan Dock at
9.30 p.m., ready to be docked this morning,
and without having made a drop of water.
The Dock Company are certainly to be con-
gratulated upon their expedition and successful
work.

A SIMLA telegram, of the 24th ult., to the
Strait Times says, the British Government
Commercial Mission to Persia left Bushire for
India on the 19th inst. The Mission reports a
good field for British trade in south and east
Persia.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Nansang*) 5th inst.
German (*Willehad*) 5th inst.
German (*Bayern*) 6th inst.
German (*Darmstadt*) 7th inst.
American (*Coptic*) 12th inst.
Canadian (*Empress of India*) 12th inst.
German (*Prinz Waldemar*) 19th inst.
Canadian (*Tartar*) 20th inst.

The British s.s. *Invincible* left Singapore on
30th ult. at 6 p.m., and is due here on 5th inst.
The C. P. R. Co.'s s.s. *Albatross* arrived at
Kobe at 6.30 a.m., on 31st ult., and left again
at 5 p.m., same day, for Yokohama, where she
is due to arrive at 6 a.m. on and inst.

TELEGRAM.

[Official Telegram.]

THE NAVAL BATTLE.

FURTHER PARTICULARS.

"DMITRI DONSKOI" SCUTTLLED.

Mr. M. Noma, Consul for Japan, has
kindly forwarded to us the following tele-
gram:—

Tokio, 1st June, 3.35 p.m.,
(received 1st June, 9.5 p.m.)

The eighth report from Admiral Togo
received on the 31st of May states that the
commander of the *Kasuga* returned that
afternoon with the survivors from the *Dmitri
Donskoi* and reported that the *Dmitri Dons-
koi*, on the morning of 29th May, opening
the Kingston valves, sunk and those on
board, including the survivors from *Ostia*
and the destroyer *Houinui*, landed at Ureung
Island.

It appears that the *Bouinui* took aboard
Vice-Admiral Rodjestvensky and his staff
before the sinking of the flagship on the
afternoon of 27th May and also 200 from
the *Ostia*, but finding her navigation to be
difficult she transferred Vice-Admiral
Rodjestvensky and his staff to the *Bledoy*,
and while running northward met, on the
morning of 28th May, the *Dmitri Dons-
koi*, to which all aboard were transferred,
and the *Bouinui* sank herself. The *Ostia*,
according to her survivors, had her conning
tower struck at the first straight shot in the
battle of 27th May, and Admiral Fockel-
sdam was killed, and after a succession of
shots she sank at about three o'clock in the
afternoon.

The survivors of the *Dmitri Donskoi* say
that they saw two destroyers sink in the
thick of the battle at noon of 27th May.
This, if it is true, makes five Russian
destroyers to have been sunk.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by
Correspondents in this column.]

THE GREAT BATTLE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—I note from your leader of last
night that you apparently suspect that the
damage sustained by the Japanese Fleet in the
great Battle of Tsushima is in excess of what
Admiral Togo has reported. That is highly im-
probable, and I fancy you will find few inclined
to discredit or to attempt to discount the reports
of the great Commander whose triumph it has
been rightly stated, "challenges the greatest
victories of Nelson, including Trafalgar." That
is the gist of the opinion of the leading London
dailies respecting the crushing defeat of the
so-called Armada, and it is a verdict that will,
of course, stand for all time.

Assuming for the sake of argument—and
for the sake of argument only—that Togo has
been misinformed and that the Japanese did, in
fact, lose more than three torpedo-boats; that
two or three cruisers were sunk and that even
a battleship was included in the "losses," what
would that be in comparison with Russian
losses—material and moral? Insignificant in
the extreme, and, as you yourself put it, little
short of miraculous. That the "international
nuisances" have been disposed of in short
order is beyond question, and there is therefore
much cause for joy and rejoicing among those
nations whose policy is directed towards the
maintenance of peace and the expansion of
legitimate commerce among all the peoples of
the earth.

If the defeated and now universally dis-
credited Russians have not been entirely
unerved by this last reeling blow we should
soon hear that the Government, taking its cue
from the *Bourse Girelle* (recently quoted by
Reuter) and giving ear to the cry for peace
which is being echoed throughout France, has,
at last, decided to make the best of a very bad
job and has therefore accepted the proffered
mediation of one or other of the Great Powers.
—Yours faithfully,

VIATOR.

Hongkong, 2nd June, 1905.
[We have never, either in our leading or
news columns, suggested for a moment that
Admiral Togo wilfully "manufactured" his
reports to suit the fancy of his Government.
Such a policy at the present juncture, when
Japan is emerging from a chrysalis state to
take her place among the Powers of the world,
would prove absolutely suicidal. Nor have we
ever sought to diminish the glory and prowess
of the Japanese arms. But, surely, it is con-
ceivable that Admiral Togo, omniscient, as he
may be in general matters, may not have at
the moment, and only for the time being, a full
and complete list of the casualties sustained
by his fleet. He himself reported that he was
unable to see the majority of his fleet, while
the engagement was in progress, and we con-
tinue to receive belated reports every day.
Indeed, it is probable that not for another
week shall we be in a position to give the final
statement. But the Russians and Rodjest-
vensky deserve the sympathy of all people.
And we have yet to learn how many (if any)
vessels reached their destination at Vlad-
ivostok, a report which for the present can only
come through Russian channels. Whether
the destruction of the fleet, or the " interna-
tional nuisances" as the ultra pro-Japanese
term them, will lead to a speedy end of the
war, either by mediation on the part of other
Powers or through the collapse of one of the
belligerent parties, is another question; and
not being prophets, weards of crystal-gazers
we refrain from dealing with the subject.—
Ed. H. K. T.]

THE WEATHER.

The following report is from Mr. P. G. Figg,
First Assistant of the Hongkong Observatory:—
On the 2nd at 12.10 p.m.: The barometric
had fallen slightly on the China coast.
Gradients are slight and moderate S.E. to S.
winds may be expected in the Formosa Chan-
nel and the N. part of the China Sea.
Forecast:—moderate S.E. winds; cloudy.

TELEGRAMS.

(Private.)

INDO-CHINA.

Messrs. Jardine, Matheson & Co., general managers of the Indo-China Steam Navigation Co., Ltd., inform us that they have to-day received telegraphic information that the annual general meeting of shareholders will be held on the 9th June, and that a dividend of 6 per cent. is recommended by the Board.

(Reuters.)

The Prospects of Peace.

LONDON, 31st May.

The *St. Petersburg Bourse Gazette* says that the battle of Tsushima has decided the issue of the war, and opened new ways for the currents of history.

Loss of the Russian Cruiser "Gromoboi."

The *Express*, Tokio, says that the cruiser *Gromoboi*, leaving Vladivostok, apparently hoping to join Admiral Rozhdestvensky, struck a Japanese mine and foundered with all hands.

The First Test Match.

Later.

England has beaten Australia by 213 runs.

Result of the Derby.

1.—Cicero.

2.—Jardy.

3.—Signorino.

Nine horses ran.

Admiral Togo's Victory.

The newspapers unanimously dilate on the stupendous victory of Admiral Togo, the full extent of which is now appreciated. They pay unstinted homage to the Japanese fleet, and eagerly await details, showing how the result was accomplished.

The victory has stimulated the popularity of Prince Arisugawa who yesterday received a great ovation from a large crowd in Berlin.

[N. C. D. News]

Driving off the Russian cavalry.

Tokio, 27th May.

It is officially announced that a part of the Japanese cavalry, at 2.30 p.m. on the 25th inst., expelled the Russian cavalry to the north-eastward and eastward from Semienchenko, eighteen miles north of Changtu, and occupied the place.

Otherwise there has been no change, except collisions between scouts.

The Complementary Armada.

Osaka, 28th May.

The departure of the fourth Russian squadron has been postponed until July.

NAVAL NOTES.

The six new destroyers on their way out are an improved type of destroyers known as the scout class. They can steam 25 knots, and have a larger coal capacity than the destroyers we already have here. All ships of the fleet at Hongkong are under orders to proceed north at a moment's notice. P.M.S. *Andromeda* will probably remain until the middle of June as her defects will not be made good until then. The *Sully* and *Vengeance* are expected here to-day.

THE VICE-ADMIRAL.

It is understood, in well-informed quarters that Vice-Admiral Sir Gerard P. U. Noel may possibly receive his promotion, which is not due until September next, in the very near future. A certain resignation is expected at home, and when this takes place the gallant commander of the China Squadron will be raised to the rank of Admiral. News is daily awaited in the fleet.

The first-class battleship *Goltz*, whose first commission was spent on the China Station from March, 1900, to September, 1903, and is now in the Reserve at Chatham, has been selected to relieve the *Ocean*, Captain T. Y. Greet, renowned for her gunnery, on the China Station. The *Ocean* is a sister ship of the *Goltz* and both are armed with the 12-inch wire guns which have come in for such severe criticism lately. The *Goltz* will be commissioned by Captain H. P. Williams with a crew of 750 of all ranks. The *Goltz* is an 181-knot ship, and an economical one, as on her last run out to China she did the 6,438 knots to Colombo at 114 knots on 2,107 tons of coal. The *Canopus*, sister ship of the *Goltz*, has been also selected to join the China Squadron, in which she will relieve the *Centurion*, Captain F. F. Fegen, M.V.O., A.D.C. The *Centurion* was commissioned at Chatham in November, 1903, for her present commission, but all her commissioned service has been spent in the Far East, since the spring of 1894, when she was sent out to relieve the *Imperieuse*, flagship of Vice-Admiral Sir E. R. Fremantle, Commander-in-Chief. She has a fine reputation for gunnery, and it may be remembered that her crew participated in the suppression of the Boxer rising.

The *Canopus* is a large battleship, her displacement being 12,950 tons, against the 10,500 tons of the *Goltz*. Both are of the same speed, but the latter has the advantage of having the heavier big guns. The big guns of the *Canopus* are 12 in., while those of the *Centurion* are 10 in., and grave accusations have been made from time to time concerning their accuracy or rather that of their sights. She also carries a couple more 6 in. guns and the smaller quickfiring guns are more numerous. The *Canopus* was completed for sea in 1897, and two years later was commissioned for service on the Mediterranean Station. She will be commissioned with a crew of 750 officers and men, or 150 more than the *Centurion*.

SPORT AT MACAO.

TOURNAMENT AT THE FOREIGNERS' TENNIS CLUB.

At the invitation of the members of the Macao Foreigners' Lawn Tennis Club, the Naval, the Military, and the Harmonia Tennis Clubs met on the grounds of their hosts to take part in a series of games organized by the Club. Besides tennis, which was the most patronized, ping-pong, bucket-quits and badminton also attracted large entries. Thursday, the 18th ult., was the opening day; and long before the appointed hour, the picturesque grounds of the Foreigners' Tennis Club were being filled with the invited guests and the representatives of the various tennis clubs of Macao.

The weather conditions on the first day made it an ideal one for tennis. Presentations over, the various games were begun with keen anticipation. Owing to the inclemency of the weather, the continuation of the games was rendered impossible in the following afternoon. Friday, however, was resumed on the following week-days and the guests were again invited to witness the finals which took place on Thursday, Friday and Saturday last. Most of the games were closely contested. In the gentlemen's doubles, the scales of fortune should, by right, have been more propitious to Messrs. Brennan and McKay. Had they ceased for the day when "the shades of night were falling fast" there is no doubt but that the result would have been quite different. This event, however, finally fell to Lieut. L. Cordeiro and Mr. A. Silva who beat Messrs. Basto and Mello. In the gentlemen's singles Messrs. Basto and Mello played a very hard-fought game against each other, the latter beating Mr. McKay in the final sets.

The ladies' doubles, which was won by Mrs. and Miss Barnes-Lawrence (who, by the way, were on a visit to Macao from Hongkong) produced also a very close and exciting finish. The vigorous play of these two ladies and their timely placing evoked frequent applause, the score being 8 to 4 in best of 15 games. No less exciting was the ladies' single, which was won by Miss Barnes-Lawrence, Miss Azezo, her opponent, losing the set by 2 games, the score being 7 to 9 games, in best of 15 games.

Mr. A. Basto and Miss Azezo won the mixed doubles with comparative ease from Miss Fca and Mr. A. Silva.

The ladies' ping-pong was won by Miss Mannes, Miss Otero being a close second. The games played by Mrs. Farmer being also much appreciated by the large crowd of on-lookers.

The bucket-quits fell to Miss Azezo and Mr. A. Silva, the latter scoring his last four quots in succession, and thereby snatching the game from Mr. and Mrs. A. Basto, who played a fine game throughout.

At the termination of the games, Mr. Brennan, the hon. president and sec. of the Macao Foreigners' Tennis Club, invited the distinguished assembly formed of the elite of Macao to witness the distribution of the handsome prizes. In a suitable speech Mr. Brennan invited Miss Tebbit to present the prizes to the successful competitors, and thanked everyone present for having accepted the Club's invitation.

The following is the list of results, together with the names of the winners:—

Tennis: Ladies' doubles—Mrs. and Miss Barnes-Lawrence.

2nd prize—Miss Azezo and Miss Fca.

Ladies' singles—Miss Barnes-Lawrence.

2nd prize—Miss F. Azezo.

Gentlemen's doubles—Lieut. L. Cordeiro and Mr. A. Silva.

Gentlemen's singles—Mr. A. de Mello.

Mixed doubles—Miss E. Azezo and Mr. A. Basto.

2nd prize to lady—Miss Eca.

Ping-pong: Ladies—Miss Mannes.

2nd prize—Miss E. Otero.

Bucket-quits—Miss Azezo and Mr. A. Silva.

At the termination of the distribution of prizes, Mr. Mello, on behalf of the Tennis Harmonia, thanked Mr. Brennan and the Macao Foreigners' Lawn Tennis Club for the organization of the tournament. He also thanked the club, on behalf of the successful members, for the handsome prizes which had just been distributed and proposed three cheers for the Macao Foreigners' Lawn Tennis Club, which were heartily given together with the usual "tiger." Three cheers were also given to Mr. Brennan, followed by a "tiger."

Mr. Brennan thanked Mr. Mello and the members of the Harmonia Tennis Club. The visitors were the recipients of three cheers and a "tiger," proposed by Mr. Brennan. Acknowledgments were also tendered by the representatives of the other Clubs.

The tournament must surely rank as a social event of the first magnitude in Macao, the extreme kindness and lavish hospitality of the members of the Macao Foreigners' Lawn Tennis Club being unsurpassed. All the guests dispersed entirely captivated with the cordial reception and unbounded kindness and courtesy of their estimable hosts and courteous committee who spared no pains to make the tournament the great success that it has been.

H. E. the Governor, Senhor Montenegro, kindly offered the Macao Band, which discoursed a pleasing selection of music on Saturday afternoon, thus adding another very pleasing feature to the conspicuous success that attended the gathering that afternoon.—*Contributed.*

The following is an extract from a despatch received at the Foreign Office from H. M. Minister at Peking (Sir E. M. Satow, G.C.M.G.) on the prospects of the rapid development of Newchwang after the conclusion of the Russo-Japanese war:—"There are now 1,400 Japanese registered at the Newchwang Consulate, which is about 300 more than there are at Tientsin. There are signs of increasing local prosperity; new shops and houses of an improved style are being built; roads have been made, and a tramway is to be constructed from the port to Niu Chia (33 miles), the terminus of the branch railway from Tai Shih Chiao. There is little doubt that after the war the development will be great and rapid, and Newchwang is likely to become one of the largest and busiest ports in China, and that in spite of the possible competition of other ports, such as Dairen and Ching Wan Tao.

THE CHINESE EXCLUSION.

Shanghai, 26th May.

The Board of Commercial Affairs has wired to the local native chambers of commerce to the effect that after exchanging despatches with the Waiwupu it is understood that the original Chinese Exclusion Act has now expired and the Chinese Minister to Washington, Liang Cheng, has prepared points to be revised in the act as well as the cancellation of the severe clauses against Chinese interests and the proposals are now in the hands of the U. S. State Department, but the latter has not opened any negotiation in the matter, and is simply investigating the status of each of the Chinese residents in the United States. The protests of the Chinese merchants regarding the Act as well as the decision arrived at by them to meet the American people have been wired to the Chinese Minister to Washington so as to help the minister in negotiating with the U. S. State Department about it.—*The Sincanpao.*

Peking, 26th May.

The Waiwupu and the Board of Commercial Affairs, having received telegrams from the gentry of various provinces as well as the Chinese merchants abroad to reject the American draft of the Chinese Exclusion Bill, have decided to take a strong stand to get satisfactory revision of the Bill and to negotiate with the new U. S. Minister at Peking when he arrives there.

MINISTER ROCKHILL'S STATEMENT.

Shanghai, 22nd May 1905.

In 1894 the Governments of China and the United States, animated by a strong desire to amicably settle, in a manner reciprocally beneficial to the interests of the people of both nations, the question of the coming of Chinese laborers into the United States, which the experience acquired since the signing of the first treaty between China and America on this subject, had shown required important revision, concluded a new treaty covering this subject, and for a period of ten years.

The last article of this treaty stipulated that six months prior to the date fixed for its expiration (Dec. 7th, 1904) neither of the signatory Powers had declared its desire to see it terminate, it should remain in force for another period of ten years. During the summer of last year (1904) the Chinese Government informed that of America that it wished the treaty of 1894 to terminate. At the same time it declared its wish to begin negotiating for the conclusion of a new treaty on the subject, and in August of last year, that is, say, about seven months ago, it sent to the American Secretary of State through the Chinese Minister at Washington a first draft of a treaty to serve as a preliminary basis for the discussion of the matter.

This draft was carefully considered by the American Government, and in due course a counter-draft was sent to the Chinese Minister at Washington, and was by him forwarded to the Wai Wu Pu for its consideration. This American counter-draft embodied the proposals and met the wishes of the Chinese Government with only such changes as were deemed necessary in the interest of both nations and of greater simplicity in execution.

This American counter-draft was in turn transmitted by His Excellency Liang Cheng to the Wai Wu Pu, and some three months later, that is to say about three months ago, a new draft was received by the American Government from that of Peking for its consideration and an expression of its views.

This last draft of the Chinese Government is now the basis on which the negotiations between the two Governments are being conducted, and it is confidently believed that it will enable them, animated solely as they both are with an earnest and sincere desire to remove this question from the field of discussion by a settlement equally honourable to both nations, to finally conclude a treaty to the general satisfaction of both countries.

Although it would be improper to disclose at the present stage of the negotiations the provisions which, in one form or another, will be included in whatever treaty is made, it may be categorically stated that neither by word nor implication has the United States in the draft treaty it has submitted sought to impede the return in the United States of Chinese laborers lawfully entitled so to do, nor to put burdensome restrictions of any kind in the way of Chinese subjects, not belonging to the labouring classes, who may wish to visit or reside in the United States for purposes of pleasure or study. On the contrary, all the suggestions of the American Government tend solely to simplify and expedite the coming of all persons of these latter classes to our country, for it is the earnest wish of the residents and people of America to extend to such visitors all such courtesies and facilities that may enable them to become better acquainted with our land and its inhabitants, our modes of thought, our methods of education and administration. They believe that by such knowledge, better than by all other means, our relations with China will constantly grow closer and more friendly; not only for its object the clearing and the improving of the point of contact between them could ever be conceived, but alone discussed, at least by the Governments of the United States and China.—*N. C. D. News.*

THE JAPANESE AT PORT ARTHUR.

BUSILY "PUTTING THE HOUSE IN ORDER."

The latest news from Port Arthur is to the effect that the operations for raising the warships sunk in the harbour are progressing favourably, and it is expected that all of them will be afloat by October next. It is found that the *Petropavlovsk*, the flagship of Admiral Makarov, which was blown up by a mine outside the harbour, is practically broken into three, and that the *Sevastopol* is lying in deep water, so that there is no prospect of these being raised.

The steamers sunk by the Japanese fleet to block the entrance to the harbour, and the gunboats which were sunk by the Russians, themselves to prevent the entry of Japanese torpedo-boats, will be disposed of as they lie by public tender on the 5th inst.

With regard to the damage done to the *Petropavlovsk*, it being stated above that she is broken in three places, the completeness of the disaster was probably due to the Japanese having laid three floating mines connected with cables, and the ship having run into one of these cables brought one of the mines back against her side and the others further astern on the opposite side.—*Japan Chronicle.*

THE TIENTSIN RACE SQUABBLE.

The *China Times*, Tientsin, comments as follows upon the recent Race Club fracas:— "It is one of the virtues claimed for sport and social clubs alike that they promote bonhomie and concord. In an international settlement like that of Tientsin they certainly ought to do this, and if they fail to do so, they lose a great part of any raison d'être they may have. The town was full of stories yesterday of a particularly unfortunate wind-up of the three days' race meeting, which, unless friendship is re-commenced in a generous-spirited fashion, may neutralise the beneficial results otherwise to be derived from this annual spring gathering.

As we recorded yesterday, the principal race of the meeting was won by Major Nathan's pony, against the running of which a protest was made. This protest was investigated by the stewards, and was not upheld. The matter, from a sportsmanlike point of view, should have ended there. But it did not. It was carried to the Club and again there was much much less judicial surroundings. The discussion developed into an altercation, and from words, we are sorry to say, two members came to blows. Still more unfortunately the stand-up fight which followed was given an international character by the fact that one of the men was an Englishman and the other a German. The German members of the Club took the matter to heart so much that they threatened secession in a body from the Club. Be that as it may, we fear that in a few heated moments a great deal of harm was done to the best interests of the Race Club and the Tientsin Club, and to the feeling of solidarity which has existed and ought to exist among men of every nationality in this cosmopolitan community. We do not agree with the policy which would bush up incidents of this kind. We have the greatest faith in the benefits and advantages of publicity. It were better by far that such incidents should not occur at all; but, when they do, it is better that the facts should come out and mutual explanations and apologies follow, than that matter should be kept a semi-secret and be utilised as the topic of semi-private discussion and bickering which tend only to aggravate the original mischief.

Thursday night's fracas at the Club, as we have said, and as will be agreed, ought never to have occurred at all. Having taken place, however, and having become known to all, it is the duty of all concerned to see that the matter is quickly, entirely, and permanently, and publicly cleared up on a basis of the restoration of amity and the withdrawal of all insinuations and aspersions on both sides. The longer the affair is allowed to proceed as a festering topic of sectional gossip, the more regrettable and lasting will be the feeling of shyness and soreness, if not worse, left behind.

COMMERCIAL.

Quotations for the week close as follows:—
Hongkong Banks \$795 80
National Banks 37 b.
Union Insurance 695 s.
China Traders 64 b.
Canton Insurance 320 s.
Hongkong Pines 300 s.
China Fire 86 b.
H. C. & M. Steamboats ... 27 s.
Indo-China 117
Douglas 344 b.
Star Lines 35 s.
Do 27 s.
China Sugars 30 b.
Lurons 202 s.
Docks 103 b.
Kowloon Wharfs 113 b.
Farnham 160 b.
Hongkong Lands \$122 s.
Hongkong Hotels 144 s.
Green Island Cements ... 264 s. & s.
Do (new) 17 s.

Shanghai advices, of 29th ult. state:—Business reported direct:—Indo-China at Tls. 88 for July. Tugs 'Pref.' at Tls. 48 cash. Farnham, Boyds at Tls. 161 for July. Lands at Tls. 120 cash. Sumatras at Tls. 69 cash. Langkats at Tls. 24/222 and 223 cash. Horse Bazaars at Tls. 80 cash. Cements 'New' at \$74 cash.

Business done:—Indo-China at Tls. 88 for June. Docks at Tls. 159 cash, Tls. 162 for July, and Tls. 165 for August. Langkats at Tls. 224 cash, Tls. 225 for June, and Tls. 230 for October. Horse Bazaars at Tls. 82 cash. Gas at Tls. 122.

RAUB.

The result of work at Raub for four weeks ending 20th May, 1905, are:—Bukit Komar: Stone crushed 3,281 tons. Gold obtained 576 ounces. Average per ton 351 dwts. Bukit Malacca: Stone crushed 1,844 tons. Gold obtained 131 oz. Average per ton 144 dwts.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 1 to 5/16
Do demand 1/10
Do 4 months' sight 1/10
France—Bank T.T. 2/33
America—Bank T.T. 452
Germany—Bank T.T. 1903
India T.T. 139
Do demand 139
S'anghai—Bank T.T. 714
Japan—Bank T.T. 912
Rauv—Bank T.T. 1112
Buying.
1 months' sight L.C. 1/10
6 months' sight L.C. 1/10
30 days' sight San Francisco & New York 48
1 months' sight do 48
30 days' sight Sydney and Melbourne 1/10
4 months' sight France 371
6 months' sight do 239
4 months' sight Germany 1/5
B. Silver 6/9 1/2
B. of England rate 2 7/8
Sovereign 10/65

OPIMUM QUOTATIONS.

To-day's quotations are as follow:—
Malwa New 1 1/40
" Old 1 1/80
" Older 1 230/1300
" Oldest 1 3/40
Patna New 1 1/12
" Older 1 1/80
" Oldest 2 80/100

To-day's Advertisement.

NOTICE.

It is hereby notified that the VALUATION LIST FOR THE COLONY FOR 1905-6, will be open to inspection at the Treasury for Twenty-one Days, commencing on MONDAY, the 5th June, 1905, at 11 A.M. Colonial Secretary.

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, JUNE 3RD, 1905.

DINNER.

HORS D'OEUVRES.
Shrimp Canapés.SOUP.
Potage Creme de Asperges.FISH.
Smoked Fish and Butter Sauce.ENTREES.
Truffled Coqlets.
Fillet of Beef Maitre d'Hotel.
Pâtés a la Toulouse.CURRY.
Malay Curry.

JOINTS, &c.

Roast Australian Lamb and Mint Sauce.
Roast Capon and York Ham.Poiled Corned Ox Tongue and Carrots.
Cold Bologna Sausage and Plain Salad.

SWEETS.

Toast Pudding.
Strawberry Ice Cream and Finger Cakes.
Orange Cream Sandwiches.
Topsy Cake.

DESSERT.

Coffee. Fruits. [622]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that THE HAMMOND MILLING COMPANY, of Seattle, U.S.A., have on the 18th day of April, 1905, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Marks:—

(1) The Representation of a red seal with a piece of green tape passing through it and the words "Red Seal."
(2) The Representation of a Chinese Lion, and the words "Ki Lun Flour" and the Chinese characters 麒麟為記 meaning Ki Lun Trade Mark.
(3) The Representation of four Silver Bells upon a red back ground with some wheat and the words "Silver Bells."

in the name of THE HAMMOND MILLING COMPANY, who claim to be the proprietors thereof.

The Trade Marks have been used by the Applicants in respect of the following goods:—

FLOUR IN CLASS 42.
Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 2nd day of June, 1905.
DENNIS & BOWLEY,
Solicitors for the Applicants.

[621]

THEATRE ROYAL, CITY HALL.

THE DALLAS-BANDMANN OPERA CO.

TO-NIGHT (FRIDAY), 2nd June, "A COUNTRY GIRL."

TO-MORROW (SATURDAY), 3rd June, "THREE LITTLE MAIDS."

Further particulars will be duly announced.

PRICES AS USUAL.

Doors Open at 8.30 P.M. Commence 9 P.M.

Plan at ROBINSON PIANO CO.

F. C. GARTON, Manager.

Hongkong, 2nd June, 1905. [605]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock, Noon, the 3rd inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 1st June, 1905. [619]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Mongolia*.

From Calcutta, ex S.S. *Palawan*.

From Persian Gulf, ex B.L.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, 1st June, 1905. [620]

Intimations.

SPECIAL SALE

AT

ROBINSON'S

OF

PIANOS, PIANOLAS

MUSIC AND MUSICAL

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"FOXTON HALL"	15th June.
GLASGOW and LIVERPOOL	"YANGTSE"	15th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	16th June.
GLASGOW and LIVERPOOL	"ALAX"	23rd June.
GLASGOW and LIVERPOOL	"ID MENEUS"	30th June.
GLASGOW and LIVERPOOL	"STENTOR"	7th July.
GLASGOW and LIVERPOOL	"PATROCLOS"	14th July.
GLASGOW and LIVERPOOL	"KEEMUN"	16th July.
GLASGOW and LIVERPOOL	"PAKLING"	18th July.
GLASGOW and LIVERPOOL	"ACHILLES"	28th July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	6th June.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
* GENOA, MARSEILLES & L'POOL	"TELEMACHUS"	20th July.
LONDON, AMSTERDAM & ANTWERP	"AJAX"	1st August.
LONDON, AMSTERDAM & ANTWERP	"IDOMENEUS"	15th August.
* GENOA, MARSEILLES & L'POOL	"STENTOR"	20th August.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"YANGTSE"	18th June.
all PACIFIC COAST PORTS, and		
NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	19th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th May, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"IOHANG"	4th June.
SHANGHAI	"HUPEH"	5th "
MANILA	"TAMING"	6th "
SHANGHAI	"FOOCHOW"	6th "
SHANGHAI	"KIUKIANG"	7th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	14th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd June, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Nottley	MANILA	SATURDAY, 3rd June, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 10th June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 29th May, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	Tons	Captain	For	Sailing Dates
"NORDPOL"	2540	A. H. Nottley	NEW YORK	15th June.
"INDRAWADI"	2540	R. Rodger	"	25th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 20th May, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Schuldt	June 8th, 1905.
"NICOMEDIA"	5,370	Wagner	June 26th, "
"NUMANTIA"	6,437	Brehmer	July 16th, "
"ARABIA"	6,483	Metzeothin	August 6th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

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Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 9 every

evening (Saturday excepted).

Leave Canton for Hongkong about 5.30

o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled

Accommodation for First Class Passengers and

are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals \$1 each.

The Company's Wharf is a short distance

West of the Harbour Master's Office.

SHIU ON S.S. CO., LD.,

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

117

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, S'ABAYA & SAMARANG.	HINSANG	SATURDAY, 3rd June, Noon.
SHANGHAI	WAISHING	SATURDAY, 3rd June, 3 P.M.
S'GAPORE, S'ABAYA & SAMARA	G. CHUNSAW	FRIDAY, 9th June, 3 P.M.
S'GAPORE, PENANG & CALCUTTA	NAMSANG	TUESDAY, 13th June, Noon.

* These Steamers have superior accommodation for First-class Passengers, and are fitted

throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 2nd June, 1905.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING"

1,088 tons, Registered.

Captain E. I. Page, will leave Hongkong for

Canton every MONDAY, WEDNESDAY

and FRIDAY EVENING, at 9.30 P.M.

returning to Hongkong every TUESDAY,

THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she makes an EXCURSION

TRIP to MACAO, leaving Hongkong at

8.30 A.M., and returning from Macao about

7.30 P.M.

The "YING KING" is especially fitted for

these runs, is the newest, fastest and most

luxuriously furnished steamer on the line and

is lighted throughout with Electricity, also hot

and cold water is supplied.

FARES:

First Class single journey to Canton \$3.00

Second " " " " 1.50

First class single journey to Macao 1.00

" " " " with Cabin 2.00

" " " " " " 3.00

Second " single " 80 Cents.

" " " " " " 1.50

Third " single " 30 "

" " " " " " 50 "

Breakfast, Tiffin or Dinner \$1 each only.

Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end

of Wing Lok Street.

The wharf in Macao is the same as the

S.S. *Perseverance*.

For further information, apply to the Office of

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street, Hongkong,

or to

Messrs. WENDT & Co., Canton Agents.

S. A. NORONHA, Macao Agent.

Hongkong, 17th May, 1905.

153

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland

Ports, and taking through Cargo to Adelaide,

New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain Ellis, will be despatched for the

above Ports, on SATURDAY, the 10th June,

at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Provi-

sions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with

the Electric Light.

A duly qualified Surgeon and Stewardess are

carried.

N.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 9th May, 1905.

150

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"HONG KONG"

2,363 tons,

Captain H. D. Jones, will make a Special trip

EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure:

From Hongkong at 9 A.M., arriving at Macao

about Noon.

From Macao from 4 P.M. to 7 P.M. to suit tide,

arriving at Hongkong about 3 hours after

departure.

FARES:

First Class, Single \$10. Return \$4

Second Class, Single \$5. Return \$2

Children under 12 half-price.

Tickets may be obtained at the Office of the

Company, 18, Bank Buildings, Queen's Road

Central (opposite the Hongkong Hotel), or on

board the Steamer.

No CHITS will be accepted, and Servants'

Passages must be paid for.

T. ARNOLD,
Secretary.

Hongkong, 15th May, 1905.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905. About

"SAGAMI" 3rd June, 1905.

"MONTROSE" 20th June, "

"ST. HUGO" 15th July, "

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 2nd June, 1905.

159

Shipping—Steamers.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA"

Captain R. F. Thomson, will be despatched as

above, on TUESDAY, the 6th June, at

Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 31st May, 1905.

1612

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR"

Captain A. Stewart, will be despatched for the

above Ports, on TUESDAY, the 6th June, at

3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 31st May, 1905.

1607

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENMOHR"

Captain Webster, will be despatched as above

on or about the 6th June.

For Freight, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 23rd May, 1905.

1585

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon

China, Ceylon, India and the Far East

generally.

A daily newspaper with weekly edition

published for despatch by the homeward mail

The daily is recommended as more generally

suitable, except for subscribers in Europe or

America.

A special feature is made of full and accurate

reports of local occurrences, and of mat-

ters of general interest.

ADVERTISING DEPARTMENT

The Hongkong Telegraph is the best

medium for advertising in China. It circulates

largely among all classes of the community,

is the largest daily newspaper and has a

wider circulation than any journal in the Far

East.

Special attention given to effectively display-

ing advertisements.

The type used as a standard for setting

advertisements is similar to this, unless we are

instructed to display the advertisement, when

any effective style of type will be adopted

This standard runs exactly eight lines to the

inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

at each insertion in the Daily and Weekly

THE AMERICAN HOUSEWIFE.

IN THE PHILIPPINE ISLANDS.

Speaking from a miscellaneous point of view and from most casual knowledge, it seems as if the American housewife in these islands does not fully grasp her opportunity. True, she is often a semi-invalid from the climate, she does not know the language, and every one has told her such dreadful stories about the native foods that she shudders at the mere mention of them. So she restricts the family diet, so we are told, to canned goods with their digestion-ruining preservatives, and hot biscuit or doughnuts.

There are, however, many delicious fruits and the strange, weird-looking vegetables prove succulent and toothsome, if properly prepared. The Spaniards as they grow older seem to live to eat and their dishes are not all red pepper and garlic. It is stated, we understand, that the Spanish canned goods while not of such a wide range are of a distinctly superior quality to the American makes. Some of their dulces are excellent. The well-to-do Filipino sets a good table, figuratively speaking, and a dinner at festa time is worthy the commendation of a gourmet—if he could only dismiss the haunting fear that it is dirt, plain dirt, which gives the peculiar flavor to the dishes. We have eaten dulces prepared from native cooks which were dreams of delight.

Our point is that the American housewife, with her genius and skill, ought to be taught these recipes and have the ingredients put together in absolute cleanliness, improving on the primitive methods, and give her family appetizing, varied and healthful foods. Naturally the foods of a country are best fitted for the people in that country, and we hope to find Americans more and more enjoying epicurean feasts from Philippine products.

Women, housewives and teachers, throughout the islands must have found here a vegetable, there a fruit, which they have learned to use. If only each one would read in one recipe, there should be a long list of edibles to enrich the scanty bill of fare of most American tables. The *Catlenews* will be glad to publish such recipes, and thus help in the growth of health and harmony, for a well-fed man is a healthy man, and a healthy man more likely to be a happy man.

RUSSIA AND THE POLES.

Since the outbreak of the war there has been noticeable in the inspired Russian Press a strong desire to conciliate the Poles, whose chronic hostility becomes at a crisis like the present a serious additional element of weakness and a cause of no little anxiety. The recent demonstrations in Warsaw have been discussed with marked regret and without any asperity, and are declared to have been destitute of all political significance.

During his recent visit to Lowicz the Tsar received deputations representing the Polish nobility and peasantry, and in reply to their expressions of loyalty, declared his conviction that "the period of trial through which Russia is now passing will serve to promote the closer unity of the kindred peoples of the Empire."

The *Russ*, in a recent article, says that "the Polish blood shed in Russia's common cause is a precious pledge of final reconciliation and of future co-operation in the work of the empire." The St. Petersburg Journal does not expect that the mere fact that Poles and Russians have shed their blood in a common cause will suffice for the solution of a question which may be described as "the Gordian knot" of the Slav world, but it regards the present moment as a highly favorable one in which to approach the task, for, on the one hand, the Polish people have become convinced that there is neither safety nor future for them in the west, where their chief enemy has at last torn off the mask he had worn so long, while, on the other hand, the Russians are not so blind as not to see "that, at a time when Russia is taking stock of herself and beginning to reckon up her internal weaknesses, the Polish question—that is to say, the question of ten millions of our fellow-citizens, who have hitherto lived a separate and estranged political life—is one of the most unsightly and unhealthy growths in our national organism."

A pamphlet which has lately been published in Cracow under the title of *Wobec Wrocy* ("In view of the War"), and which the *Russ* reproduces at great length, throws some light on the attitude of the Poles themselves. The writer states that the first impression produced in Poland by the news of the war was that it was "an historical Nemesis, a requital for the wrongs and sufferings inflicted upon Poland." The hopes which were at first raised were, however, quickly recognized to be chimerical, and a manifesto issued by the authority of the "Central Committee of the National League" the organization which represents the extreme national, or Pan-Polish party, warns its supporters that "no change in the map of Europe to the advantage of Poland is to be expected from events in the Far East." This admission is stated by the author of the pamphlet to be due mainly to the recognition of the significance of the relations at present existing between Russia and Germany.

The manifesto adds that any external interference being out of the question, the Poles should adopt a waiting attitude, and endeavor to take advantage of difficulties with which, in consequence of the war, the Russian Government will inevitably have to contend. The author of the pamphlet regards the league as "willing to wound and yet afraid to strike," and urges that the Poles should take no steps which might arouse Russian opinion against them and leave them opposed not only to the Russian bureaucracy but to the whole Russian people, which is at present favourably disposed towards them, and would, in all probability be inclined to view with satisfaction any concessions which might be made to their desire to enjoy greater religious and civic liberty.

Shipping.

Nubia, Br. s.s., 3,545, P. J. Fox, 1st June, 1905, from Hong Kong, Singapore 27th, Mails and Gen.—P. & O. S. N. Co.
Pundua, Br. s.s., 2,156, C. J. Swanson, 1st June, 1905, from Hong Kong, Singapore 27th, Mails and Gen.—J. M. & Co.
Chowla, Ger. s.s., 1,055, F. Spieser, 1st June, 1905, from Hong Kong, Singapore 27th, Mails and Gen.—B. & S.
Chiyuen, Ch. s.s., 1,427, C. Stewart, 1st June, 1905, from Hong Kong, Singapore 27th, Mails and Gen.—C. M. S. N. Co.
Hanoi, Fr. s.s., 735, P. Merlees, 1st June, 1905, from Hong Kong, Singapore 27th, Mails and Gen.—A. R. M.
Hague, Br. s.s., 1,156, Wilde, 1st June, 1905, from Hong Kong, Singapore 27th, Mails and Gen.—J. M. & Co.
Malta, Br. s.s., 3,003, R. A. Peters, 1st June, 1905, from Hong Kong, Singapore 27th, Mails and Gen.—P. & O. S. N. Co.
Venice, Br. battleship, 12,950, Rear-Admiral Adair, 2nd June, 1905, from Hong Kong, Singapore 27th, Mails and Gen.—J. M. & Co.
Haitan, Br. s.s., 1,183, J. S. Roach, 2nd June, 1905, from Hong Kong, Singapore 27th, Mails and Gen.—D. L. & Co.
Washing, Br. s.s., 1,170, M. Courtney, 2nd June, 1905, from Hong Kong, Singapore 27th, Mails and Gen.—J. M. & Co.

Clearances at the Harbour Office.

Paul Bear, for Canton.
Yingking, for Canton.
Queen Louise, for Sourabaya.
Rafaburi, for Swatow.
Kwongchow, for Canton.
Tat On, for Canton.
Chowla, for Swatow.
Kiang, for Swatow.
Longyang, for Manila.
Tijahap, for Balabacan.
Blanca, for Nijalevek.
Haitan, for Hongkong.
Tab Ring, for West River.
Chukong, for West River.

Departures.

June 2.
Rafaburi, for Bangkok.
Chowla, for Singapore.
Yachow, for Shanghai.
Dijahap, for Nijalevek.
Klukang, for Canton.
Nubia, for Shanghai.
Lungia, for Manila.
Kiang, for Tientsin.
Chiyuen, for Canton.

Per Pundua, from Singapore—Capt. and Mrs. Rose, R.M., and 646 Chinese.
Per Haitan, from Canton—Rt. Rev. The Bishop of Victoria, Rev. Hassan, Misses Peters and Rosa, 1 European, and 175 Chinese.
Per Malta, from Shanghai for Hongkong—Messrs. Morrison, C. G. King, Oliver, Findley Johnson, Capt. Joselin, Mr. A. Robertson, and Mrs. Dunster. For Colombo—Mr. J. F. Soroka. For Marseilles—Mr. Splett. For London—Mr. K. J. McEwen, Miss N. McEwen, Mr. and Mrs. P. Wand, Miss Luston, Messrs. R. Gallow, I. K. McNairy, Mrs. J. B. Hood, Messrs. Baughan, J. McKinnon, P. Bell, and Capt. S. Harrison.
Per Nubia, from London for Hongkong—Messrs. E. Morley, V. F. McCann, G. F. Thompson, John Lambert, S. H. Southon, P. R. Adams, J. Tarrant, F. G. Brighon, and Mr. and Mrs. H. K. Chambers. For Shanghai—Sergeant W. Gray, Misses Horrocks and Fletcher, Hulton, Messrs. W. E. Bendis, W. McSwiney, and Mrs. Addis. From Marseilles for Hongkong—Mr. MacGillivray. For Manila—Mr. J. Marshall. For Shanghai—Mr. J. Kishling, Mr. and Mrs. R. Toman, Dr. Eibel Harmer, Messrs. N. Sparke and H. R. Donnelly. From Port Said for Yokohama—Mr. and Mrs. W. S. MacDonnell. From Marseilles for Hongkong—Mr. T. C. Whitney, and Baroness de Palladi. From Brindisi for Shanghai—Mr. C. H. Borowit. From Singapore for Hongkong—Mr. and Mrs. Gay, Dr. Middleton, Messrs. Choep, Sutsam, Sirdar Khan, Castilio, and a Chinese Stammer. From Marseilles for Shanghai—Mr. Banks.

Shipping Report.

Str. Haitan from Foochow—Light SW. monsoon, and fine.
Str. Pundua from Hongkong—Fine weather, light S.W. and S.E. wind.

Str. Chiyuen from Shanghai.

Passed Russian Volunteer cruiser off Wenchow on the morning of 29th ult.

Vessels in Port.

Aughin, Ger. s.s., 1,001, F. J. Schaefer, 20th May, 1905, from Bangkok 23rd May, Rice and Wood.—B. & S.
Aragonia, Ger. s.s., 5,038, R. Schuldt, 27th May, 1905, from Portland, Or. 20th April, Gen.—P. & O. S. N. Co.
Ardova, Br. s.s., 2,270, W. L. Smith, 31st May, 1905, from Hong Kong, Singapore 27th, Mails and Gen.—M. B. K.
Bianca, Ger. s.s., 825, A. Schrengel, 27th May, 1905, from Hong Kong, Singapore 27th, Mails and Gen.—E. A. T. Co.
Buford, Am. transport, 5,000, Hall, 29th May, 1905, from Manila.
Bullmouth, Br. s.s., 2,607, Welch, 1st June, 1905, from Palambang 25th May, Oil.—A. K. & Co.
Catherine Apar, Br. s.s., 1,730, A. Stewart, 29th May, 1905, from Calcutta 15th May, Penang and Singapore 24th, Gen.—D. S. & Co. Ld.
Daghestan, Br. s.s., 2,212, E. H. Todd, 20th May, 1905, from New York via Singapore, and Manila 26th May, Gen.—S. T. & Co.
Forstreck, Ger. s.s., 1,814, Oberlich, 29th May, 1905, from Newport 18th Jan., and Hong Kong Bay 5th May, Ballast.—J. & Co.
Fri, Nor. s.s., 860, N. G. Andersen, 29th May, 1905, from Haiphong and Hoihow 24th May, Gen.—Aagaard, Thoresen & Co.
Gibraltar, Br. s.s., 2,473, W. B. Knapp, 28th May, 1905, from Hong Kong, Singapore 27th, Mails and Gen.—J. M. & Co.
Haitan, Fr. s.s., 735, P. Merlees, 1st June, 1905, from Hong Kong, Singapore 27th, Mails and Gen.—A. R. M.
Hinsang, Br. s.s., 1,535, W. E. Sawyer, 24th May, 1905, from Canton 24th May, Coal.—J. M. & Co.
Hongkong, Fr. s.s., 742, A. Szonzi, 31st May, 1905, from Haiphong and Hoihow 30th May, Rice and Pig.—A. R. M.
Hupeh, Br. s.s., 1,205, Mathias, 29th May, 1905, from Canton 28th May, Gen.—B. & S.
Jordan Hill, Br. s.s., 2,476, G. D. Kennedy, 30th May, 1905, from New York 1st Dec. 1904, Case Oil.—S. O. Co.
Kohlichang, Ger. s.s., 1,202, C. Gosewisch, 1st June, 1905, from Bangkok 20th May, Rice.—B. & S.
Macquarie, Br. s.s., 2,075, St. John George, 21st April, 1905, from Hong Kong, Singapore 27th, Mails and Gen.—G. L. & Co.
Madeleine Rickmers, Ger. s.s., 1,000, D. Reimers, 29th May, 1905, from Bangkok 23rd May, Rice.—M. & Co.
Mandal, Nor. s.s., 1,001, Erichsen, 29th May, 1905, from Haiphong 26th May, Gen.—S. W. & Co.

March, Br. s.s., 1,235, Mothersdale, 28th May, 1905, from Cardiff 23rd May, Coal.—A. K. & Co.
Mercedes, Br. s.s., 2,251, J. S. McGregor, 22nd May, 1905, from Hong Kong, Singapore 27th, Mails and Gen.—Aagaard & Thoresen Co.
Promise, Nor. s.s., 714, E. Torstenssen, 25th May, 1905, from Saigon 21st May, Gen.—Aagaard & Thoresen Co.
Queen Louise, Fr. s.s., 2,170, W. A. Nicoll, 28th May, 1905, from Hong Kong, Singapore 27th, Mails and Gen.—D. L. & Co.
Rubi, Br. s.s., 1,611, A. H. Neill, 29th May, 1905, from Manila 27th May, Gen.—S. T. & Co.
Saint Kilda, Br. s.s., 2,269, W. Jones, 27th May, 1905, from Kuchinotzu 22nd May, Ballast.—B. & Co.
Sirocco, Br. s.s., 2,349, G. Williamson, 13th May, 1905, from Hong Kong, Singapore 27th, Mails and Gen.—D. L. & Co.
Tahlan, Br. s.s., 1,121, J. T. Laine, 30th May, 1905, from Saigon 26th May, Gen.—B. & Co.
Telemachus, Br. s.s., 1,340, J. Williamson, 26th May, 1905, from Saigon 20th May, Gen.—Chinese.
Thyra, Br. s.s., 2,254, Bainbridge, 31st May, 1905, from Saigon 26th May, Order.
Tijpanas, Dut. s.s., 2,444, P. Zwart, 28th May, 1905, from Macassar 21st May, Gen.—J. C. J. L.

SAILING YACHTS.

A. G. Ropes, Am. ship, 2,302, D. H. Ropes, 16th May, 1905, from Philadelphia 16th Oct. 1904, Case Oil.—S. O. Co.
Deccan, Br. ship, 1,836, E. Gale, 13th May, 1905, from New York 22nd Nov. 1904, Case Oil.—S. O. Co.
Travancore, Br. ship, 2,217, Hargreaves, 30th April, 1905, from Cardiff 5th Sept. 1904, Patent Fuel.—Government.

Steamers Expected.

Vessels	From	Agents	Due
Namang	Singapore	J. M. & Co.	June 5
Sithonia	Singapore	H. A. L.	June 5
Capri	Singapore	C. & Co.	June 5
Inveric	Singapore	N. Y. K.	June 5
Willehad	Sydney	M. & Co.	June 5
Bayam	Japan	M. & Co.	June 6
Ambrin	Singapore	H. A. L.	June 6
Darmstadt	Colombo	C. & Co.	June 7
Emp. of India	Vancouver	C. P. R. Co.	June 12
Copie	San Francisco	O. & O. Co.	June 12
P. Waldemar	Sydney	M. & Co.	June 19
Taitar	Vancouver	C. P. R. Co.	June 20
Nicomedia	Portland	P. & A. Co.	June 26

Hongkong & Whampoa Dock Returns.
Jacob Diederichsen, at Kowloon Dock
H.M.S. Virgo
City of Birmingham
H.M.S. Tamar
Forester
Ibadan
Buford
Kiangtung
Crusader
Aragonia

Post Office.

A Mail will close for:

Quang-chow-wan—Per *Hot Tin*, 3rd June, 8 A.M.
Haiphong—Per *Hongkong*, 3rd June, 9 A.M.
Pakhoi—Per *Haitan*, 3rd June, 9 A.M.
Sourabaya, Amoy and Anping—Per *Promise*, 3rd June, 9 A.M.
Manila—Per *Rubi*, 3rd June, 10 A.M.
Singapore, Sourabaya and Samarang—Per *Hinsang*, 3rd June, 10 A.M.
Europe, &c., India, via Tuticorin—Per *Malta*, 3rd June, 11 A.M.
Macao—Per *Heungshan*, 3rd June, 1.15 P.M.
Shanghai—Per *Waiting*, 3rd June, 2 P.M.
Kongmoon, Kuchuk, Shuihing and Tak-hing—Per *Sunai*, 3rd June, 3 P.M.
Shanghai, Chinkiang and Wuhu—Per *Lydia*, 3rd June, 3 P.M.
Shanghai—Per *Seahang*, 3rd June, 5 P.M.
Swatow, Amoy and Tamsui—Per *Frithjof*, 3rd June, 5 P.M.
Hoihow and Haiphong—Per *Jacob Diederichsen*, 3rd June, 5 P.M.
Bangkok—Per *M. Rickmers*, 3rd June, 5 P.M.
Bangkok—Per *Anglin*, 3rd June, 5 P.M.
Sourabaya—Per *Queen Louise*, 3rd June, 5 P.M.
Swatow, Amoy and Foochow—Per *Haitan*, 4th June, 9 A.M.
Hoihow and Haiphong—Per *Hanoi*, 4th June, 9 A.M.
Shanghai, Moji, Kobe and Yokohama—Per *Tijpanas*, 5th June, 11 A.M.
Macao—Per *Heungshan*, 5th June, 12.15 P.M.
Shanghai—Per *Hupei*, 5th June, 3 P.M.
Amoy, Straits and Rangoon—Per *Pundua*, 5th June, 5 P.M.
Macao—Per *Heungshan*, 6th June, 12.15 P.M.
Singapore, Penang and Calcutta—Per *Catherine Apar*, 6th June, 3 P.M.
Manila—Per *Taming*, 6th June, 3 P.M.
Shanghai—Per *Seahang*, 6th June, 3 P.M.
Europe, &c., India, via Tuticorin—Per *Bayern*, 7th June, 11 A.M.
Macao—Per *Heungshan*, 7th June, 12.15 P.M.
Shanghai—Per *Kiuhang*, 7th June, 3 P.M.
Kongmoon, Kuchuk, Shuihing and Tak-hing—Per *Lilian*, 7th June, 3 P.M.
Macao—Per *Heungshan*, 8th June, 12.15 P.M.
Singapore, Sourabaya and Samarang—Per *Chunwang*, 8th June, 3 P.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Easton*, 10th June, 11 A.M.
Manila—Per *Zest*, 10th June, 11 A.M.
Singapore, Penang and Bombay—Per *Capri*, 10th June, 11 A.M.
Singapore, Penang and Calcutta—Per *Namang*, 13th June, 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Korea*, 13th June, 10 A.M.
Europe, &c., India, via Tuticorin—Per *Polynesian*, 13th June, 11 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Changsha*, 14th June, 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, 21st June, 11 A.M.
Frederick, Wilhelmshafen, Herberstshof, Maupui, Sydney and Melbourne—Per *Willie*, 27th June, 11 A.M.
Europe, &c., India, via Tuticorin—Per *Colden*, 27th June, 11 A.M.

Mails for Canton, Samah, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 A.M., and that for Canton at 9 A.M.

Mails for Nantao, Sanbo, Kongmoon, Kuchuk, Samah, Wuchow and Canton every evening at 5 P.M. On Sundays the mails will be closed at 9 A.M.

No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

HONGKONG.
Banks, C. W.
Baker, A. S.
Bingham, Mr. & Mrs.
Birbeck, R. J.
Bissell, W. S.
Bishop, L. C.
Blaney, S.
Blaney, Miss
Bogart, Mr. & Mrs.
Bonner, E. A.
Bowden, V. R.
Brighton, F. G.
Broughall, L.
Carter, W. L.
Chope, H. I.
Clark, Hon. Dr. Francis
Clark, T.
Clegg, R. M., Esq. Lt.
Clem, Mr. & Mrs. J. I.
Chambers, H. K.
Cunningham, G.
Damen, G.
Davies, F. O.
Davies, Mrs. J. T.
Deacon, F. B.
Doolittle, F. H.
Douglas, Capt. & Mrs. J.
Downing, Mr. and Mrs.
Dunster, M. E.
Dupuis, Mr.
Eichler, E. B.
Frost, B. L.
Gay, V.
Gay, Miss
Glover, C.
Grant, A. W.
Grose, Dr. and Mrs. F.
Hall, Capt. T.
Haarson, J.
Harding, R.
Haskell, H. J.
Hedden, S.
Hill, C. J. G.
Hurst, A. M., Engineer.
Innes, Capt. R.
Johnson, E. S.
Kemp, H. H.
Kerr, F.
King, A. R.
King, Chas. G.
Kraay, C.
Lalng, A. H.
Large, H. J. C.
Lewis, A. R.
Lucky, A. R.
Luscombe, Miss
Mackay, C. H.
Marriott, Dr. O.
Marshall, J.
Merlus, Mrs. P. N.
McVran, T. P.
McGregor, Mrs.
Mells, A. de
Middleton, Dr.
Miller, P. L.
Moody, Mrs. J. L.
Moon, Mr. & Mrs. R. M.
Moore, Dr. W. B. A.
Munro, E. H.
Newington, A. G.
Newton, Mr. and Mrs.
Nicol, Miss
Oford, Patey, Mrs. E.
Olliffe, J. C.
Olivier, E. W.
Pan, Mr. and Mrs. F.
Parfit, W.
Parrish, W.
Ramsay, F. O.
Ranney, Mrs. F. O.
Roach, Mrs. J. S. and child
Rochet, L.
Rochan, Col.
Scott, A. O.
Sherman, Mr.
Silverstone, Mr. and Mrs.
Skinn, A. J.
Skott, O. J.
Smith, E. A.
Smith, O. J.
Snewin, E. A.
Somerville, Geo.
Soper, C. H.
Stanley, H. H.
Stein, A. L.
Stewart, W. M.
Thornborrow, J.
Trimmell, W. D.
Unbehauen, C. H.
Vickers, J. S.
Vickroy, E. C.
Vinot, Mr.
Watkins, Miss E.
Whitman, D.
White, F. C. W.
Williams, Miss
Williams, Mrs. C. J.
Woolmer, Mr. and Mrs.
C. E.
Wright, Mr. and Mrs.
Young, J. Ashton
Zehring, F. C.

KOWLOON.
Davis, Dr. J. Leslie
Fleming, Dr. Henry C.
Eustace, Bert.

TEMPERATURE.
June 1st. June 2nd.
Temperature 79.1 79.84
Humidity 75 76
Rainfall 9.40

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED AT
Alacriv	despatch-vessel	1,700	4	3,000	Commander Harbord	en route Weihaiwei
Albion	battleship, 1st class	12,050	16	13,500	Captain Sydney R. Fremantle	Hongkong
Ambrosia	battleship, 1st class	11,100	16	16,500	Captain C. Wyndham	Singapore
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ummanney	Hongkong
Astraea	cruiser, 2nd class	4,350	10	7,000	Captain Lionel G. Tulnell	Shanghai
Bonaventure	cruiser, 2nd class	4,350	10	7,000	Captain H. H. Torlesse	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegna	Mirs Bay
Cherub	water tank and tug	390	—	300		Hongkong
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory	Singapore
Fame	torpedo boat destroyer	300	6	5,700	Lieut. Commander Stevenson	Hongkong
Glory	battleship, 1st class	12,050	16	13,500	Captain Hon. Stophord	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Lieut. Commander J. May	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut. Commander Richards	Hongkong
Hecla	special service torpedo-cruiser, 1st class	6,400	14	21,000	Captain E. B. Charlton	Hongkong
Hogue	torpedo boat destroyer	1,540	—	800	Captain S. B. Rialdon	Hongkong
Humber	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcett	Singapore
Iphigeneia	torpedo boat destroyer	280	6	3,000	Lieut. Commander W. H. Darwall	Hongkong
Janus	river gunboat	85	4	1,200	Lieut. Commander E. V. R. Dugmore	Yangtze
Kinsha	river gunboat	180	2	800	Lieut. Commander F. B. Noble	Hongkong
Moorehen	battleship, 1st class	12,050	16	13,500	Captain T. G. Greet	Mirs Bay
Ocean	torpedo boat destroyer	350	6	6,100	Lieut. Commander J. Kiddie	Hongkong
Rambler	surveying-vessel	835	6	650	Commander C. E. Monro	Surveying
Robin	river gunboat	85	3	240	Lieut. Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	3	240	Lieut. Commander M. T. Atlay	West River
Sandpiper	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Weihaiwei
Saige	river gunboat	85	3	240	Lieut. Commander Davidson	Yangtze
Taku	torpedo boat destroyer	250	6	6,500	Lieut. Commander G. H. H. Holden	Hongkong
Stutley	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore Dicken	Yangtze
Teal	river gunboat	180	2	800	Lieut. Commander E. Secretan	Hongkong
Vengeance	battleship, 1st class	12,050	16	13,500	Rear-Admiral C. H. Adair	Hongkong
Virago	torpedo boat destroyer	355	6	6,300	Lieut. Commander Gregory	Hongkong
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut. Commander C. E. L. Thomas	Hongkong
Woodcock	river gunboat	150	2	550	Lieut. Commander Hugh Somerville	Yangtze
Woodlark	river gunboat	150	2	550	Lieut. Commander Jno. F. Knox	Yangtze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.
† Flag of Rear Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.
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Mails.



N. S. & O. STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA"

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 3rd June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. India, 7,911 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Egypt, due in London on the 16th July.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent, Hongkong, 2nd June, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIEN."

Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 13th June, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. CALEDONIEN.....27th June.

S.S. OCEANIE.....11th July.

S.S. TOURANE.....25th July.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th May, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Pleades	3,753	E. G. Purinton	At June 30
Shawmut	9,606	E. V. Roberts	July 12
Tremont	9,606	T. W. Garlick	Aug. 8

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 23rd May, 1905.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER, guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 20th January, 1905.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 7th March, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

FASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

THE WISE MAN

BUYS A "SINGER"; IT'S TRUE

ECONOMY.

5 YEARS' GUARANTEE; FREE INSTRUCTION; EASY PAYMENTS. It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET, Hongkong, 25th March, 1905.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c.

for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace, Hongkong, 2nd May, 1905.

To Let.

TO LET.

No. 12, KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th May, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, in present in occupation of the Steata Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR EASTMAN'S

REQUISITES

&c., &c., &c.

KODAKS, FILMS, AND ACCESSORIES.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION, Hongkong, 16th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT-WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT RECENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16—\$2.54 for second half-year 1904	11 1/2 %	\$79 1/2 sellers London 480 \$37 buyers
National Bank of China, Limited	99,975	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...	\$315 buyers
MARINE INSURANCES								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	5 1/2 %	\$315 buyers
China Traders' Insurance Company, Limited	74,000	\$83.33	\$25	\$950,000 \$151,902 \$384,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$64
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$174,749 \$803,119 \$846,773 \$700,000 \$37,794	\$2,078,097	\$35 for 1903	5 %	\$695 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$185,000 \$85,439	\$186,384	\$12 and \$3 special dividend for 1903	9 1/2 %	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$22,241	\$329,047	\$5 dividend & \$1 bonus for 1903	8 1/2 %	\$186 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,505 \$1,000,000 \$158,444	\$360,372	\$34 for 1903	11 1/2 %	\$300 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000	\$8,832	\$1 for 1904	5 %	\$21 1/2
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$500,000 \$158,444	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$205,000 \$100,000	\$5,853	\$1 for second half-year 1904	9 1/2 %	\$27
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	Tls. 205,000 Tls. 100,000	£5,853	10/- for 1903 @ 1/10 5/16—\$5.378	4 1/2 %	\$122 sellers
Shanghai Tug and Lighter Company, Limited	200,000	£1.50	£1.50	Tls. 25,000 Tls. 43,763	Tls. 43,763	Tls. 21 final making Tls. 44 for 1904	7 1/2 %	Tls. 58 sellers
"Shell" Transport and Trading Company, Limited	3,000,000	£1	£1	Tls. 4,000,000 Tls. 18,000 Tls. 24,317	£58,852	Interim of 1/- (Coupon No. 5) for 1904	7 1/2 %	Tls. 48 buyers 23/-
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$400,000 \$130,173	\$929	\$10 for 1904	5 1/2 %	\$35 ex div. \$27 ex div.
Straits Steamship Company, Limited	5,000	\$100	\$100	Tls. 126,000 Tls. 276,679	Tls. 6,190	Final of Tls. 14 making Tls. 34 for 1904	8 %	\$130 buyers
Taku Tug and Lighter Company, Limited	30,000	£1.50	£1.50	\$450,000 none Tls. 100,000	\$42,812 \$85,987 Tls. 1,635	Final of \$15 making \$20 for 1904	9 %	\$222 sellers \$10 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$40,000 none	\$7,820 G \$672,091	\$3 for 1897	...	Tls. 740 sales G \$171
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$4,039	Tls. 24 for year ending 30.9.04	4 %	\$3 sales
Pesak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Dr. £4,039	No. 12 of 1/-=48 cents	...	\$3 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$10,000 none	\$7,820 G \$672,091	No. 3 of 1/6 50 cents making G. \$1 for 1904	5 1/2 %	Tls. 740 sales G \$171
Oriental Consolidated Mining Company, Limited	50,000	£10	£10	none	\$4,039	No. 12 of 1/-=48 cents	...	\$3 sales
Ranb Australian Gold Mining Company, Limited	50,000	£1	£1	\$40,000 none	Dr. £4,039	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	\$3.75 for 1904	11 1/2 %	\$331 buyers
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$58,423 \$10,000 \$300,000 \$250,000	\$8,577	Final of \$21 making \$5 for 1903	4 1/2 %	\$102 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$33,500 \$60,000 \$5,500	\$29,422	\$5 dividend and \$1 bonus for 2nd half- year 1904	6 1/2 %	\$203 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$150,000 \$150,000 \$150,000	\$49,936	\$10 div. & \$5 bonus for year end. 30/6/04	6 1/2 %	\$270 buyers
Hewarth Erskine, Limited	12,000	\$100	\$100	\$12,000 \$12,000 \$12,000	\$49,936	\$10 div. and \$21 bonus for 1903	6 1/2 %	\$250 sellers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
LANDS, HOTELS & BUILDINGS.								
"Star House Hotel Company, Limited (Shanghai)"	30,000	\$25	\$25	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
Tientsin Land of the Colonies, Limited	1,400	Tls. 50	Tls. 50	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
West Point Building Company, Limited	12,500	\$50	\$50	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
Laoyung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
CLARNS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
Philippine Company, Limited	17,500	\$10	\$10	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
Shanghai-Sumatra Tobacco Company, Limited	36,000	Tls. 20	Tls. 20	\$10,000 \$10,000 \$10,000	\$49,936	\$7 dividend	8 %	Tls. 160 sales
MISCELLANEOUS.								
Anglo-Borneo Brewing Company, Limited	4,000	\$100	\$100	none	...	First year for year ending 30.6.1900	...	\$100
Itell's Asbestos Eastern Agency, Limited	8,604	19/6	12/6	none	£161	First year	...	\$94 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	\$3 for 1904	8 1/2 %	\$30
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,502	Final of 60 cents making \$1.80 for 1904	8 1/2 %	\$22 sellers
Do. (Founders)	123	\$15	\$12	\$20,000	\$1,502	None	...	\$100
Do. (New Issue)	24,000	\$15	\$12	\$20,000	\$1,502	Preferential of 7 per cent for 1904	6 1/2 %	\$38 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	7 1/2 %	\$37 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Tls. 5 for 1904	7 1/2 %	Tls. 65 sellers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	...	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	9 1/2 %	\$8.62 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$112,500	\$2,706	\$14 for year ending 31.7.1903	8 %	\$17 sellers
Fraser and Neave, Limited	4,500	\$50	\$50	\$400,000	\$95,054	\$2 for 1904	7 1/2 %	\$204
Green Island Cement Company, Limited	100,000	\$10	\$10	\$186,000	\$75,511	First Year	...	\$17 sellers
Do. (New Issue)	50,000	\$10	\$10	\$186,000	\$75,511	Final of \$11 making \$21	6 1/2 %	\$16 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$23,109 \$3,000	£7,835	£1 div. and 2/- bonus for 1903	7 1/2 %	\$5.60 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	none	\$1,747	\$100 50 cents for year ending 30.4.1904	11 1/2 %	\$178 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$2,706	\$15 for year ending 30.11.1904	7 1/2 %	\$20
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$5,356	Final of \$13 making \$17 for 1904	7 1/2 %	\$22 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$11,137	\$10 for 1904	7 1/2 %	\$150 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$25,000	\$299	Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04	11 %	\$17 1/2 sellers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$475,000	\$1,400	\$8 for 1904	6 %	\$35 buyers
Katz Brothers, Limited	10,000	\$100	\$100	none	\$21,582	Interim of \$5	7 1/2 %	\$145 sales
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	Tls. 528,210 Tls. 10,465	Tls. 35,849	1st quarterly of Tls. 7 1/2, paid 15.3.05	15 %	Tls. 227 1/2 sales
Maatschappij tot Mijs. Bosch en Landbouwer- plaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	none	...	\$2 for year ended 31.10.1904	9 %	\$3
Maynard and Company, Limited	3,400	\$10	\$10	none	Dr. Tls. 117,658	Tls. 5 for 1903	...	Tls. 25 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	\$5,000	\$832	Final of \$3 making \$5 for the year ending 30.04.04	9 %	\$54 sales
S. Moutrie & Company, Limited	4,000	\$50	\$50	None	Dr. \$5,537	None	...	\$50
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 14 for 1904	7 1/2 %	Tls. 120 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	14 1/2 %	Tls. 80 buyers
Shanghai Horse Bazaar Company, Limited	5,450	Tls. 50	Tls. 50	Tls. 25,000	Tls. 6,958	Final of Tls. 3 making Tls. 12 for 1904	8 1/2 %	Tls. 265 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 17,000	Tls. 17,220	Final of 37 1/2 making 50 for 1904	4 1/2 %	Tls. 450 buyers
Singapore Dispensary, Limited	7,200	£20	£20	\$20,000	\$1,769	None	...	\$80
South China Morning Post, Limited	6,000	\$35	\$35	none	Dr. \$39,920	60 cents for year ended 31.5.04	7 1/2 %	\$21
Team Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	First year	...	\$8 sales
Straits Ice Company, Limited	10,000	\$5	\$5	none	\$700	\$10 for second half-year 1904	13 1/2 %	\$150 buyers
Straits Trading Company, Limited	2,000	\$100	\$100	\$550,000 \$50,000	\$84,813	\$1 div. and 35 cents bonus for half-year ended 30.9.1904	6 1/2 %	\$4 1/2 buyers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 2,025	11 1/2 for half year	...	£1 Tls. 100
Tientsin Waterworks Company, Limited	4,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 2,211	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 %	Tls. 125
United Asbestos Oriental Agency, Limited	9,000	\$25	\$25	\$60,000	\$480	60 cents for year ended 31.5.1904	9 1/2 %	\$150 buyers
Do. (Founders)	100	\$10	\$10	\$100,000 \$25,000	\$6,056	Final of 50 cents making \$5 for 1904	10 1/2 %	\$121 ex div.
Watson, (A.S.) & Co., Limited	10,000	\$10	\$10	\$100,000	\$168	Interim of 10 cents for year 1904/1905	8 %	\$11
William Powell, Limited	12,000	\$10	\$10	\$100,000	\$168	Interim of 10 cents for year 1904/1905	8 %	\$11